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TOPICS OF THE DAY

Wage-Slashing as a Great National Issue

"NO GREATER BLOW THAN THIS has yet been struck against the forces which have been and now are serving to bring about a return of prosperity."

Thus William Green, President of the American Federation of Labor, denounces the 10 per cent. wage cut "imposed and literally forced upon the employees of the United States Steel Corporation and of other corporations."

Such sledge-hammer blows of criticism are being aimed at "Big Steel" from many sides. But defenders are not lacking. In fact, dozens of observers and scores of newspapers stoutly uphold these wage cuts as essential to the return of prosperity.

More violent than ever grows the battle over the question of slashing pay scales as one camp roars that the workers' buying power must be maintained to get us out of the slump, and the other camp thunders that pay scales must be reduced in line with other values before we can pull out of the rut. The debate echoes in every corner of the country.

Since the 10 per cent. wage cut announced by the United States Steel Corporation, the Bethlehem Steel Corporation, and the Youngstown Sheet and Tube Company, as told in our last issue, press dispatches have been reporting similar reductions by other industries.

Talk of retaliatory strikes is being heard, as the country waits to see to what extent the example of "Big Steel" will be followed by others. Reports are current that if the railroads are denied their application for a 15 per cent. freight-rate increase, they, too, will slash wages, and that this might bring on a general rail strike.

PRESIDENT HOOVER is silent on the steel wage cuts, but a White House statement tells us that "Mr. Hoover's anxiety for the maintenance of the standard of living in this country has been consistent, and is unaltered."

One of the heaviest brickbats hurled at the steel companies comes from *Labor*, official organ of the railway brotherhoods, which asserts that "this is the heaviest blow ever dealt to our present industrial system, and it was dealt by that system's pampered favorites"—

"Consider two facts.

"U. S. Steel, which led off in the wage cut, is operating at 32 per cent. capacity. The automobile industry is running at 45 per cent. of the three-year average ending with 1929; and General Motors, which followed Steel in the wage slash, is probably about on a level with other companies.

"This means that the employees of the steel trust, taken together, have already lost 68 per cent. of their income through lay-offs and part time, and that workers for General Motors have lost 55 per cent. of their income in the same fashion.

"These wage losses have slowed up all business in twenty cities, broken thousands of storekeepers, driven tens of thousands of people to beg the bread they would be glad to earn.

"Yet now we are told by the high priests of industry that a further cut of 10 per cent. in their pay-rolls is a 'constructive move,' and will help to restore prosperity.

"If this is the best our captains of industry can do, they are morally and intellectually bankrupt, and it is time to look for guidance elsewhere.

"This depression, it can not be repeated too often, is a panic of plenty. There is too much of everything except buying power. There is so much wheat that people are hungry. So much cotton that folks are half naked. So much housing that, in Chicago, women are sleeping in parks.

"The explanation is that too much of the national income goes into the hands of a few.

"In 1929, according to government figures, thirty-six men had a net income greater by many millions than the entire sum paid that year to 428,000 workers in the mills producing cotton goods. In the same year, 504 men—including the thirty-six—made enough clear profit to buy the entire wheat and cotton crops of the United States in 1930, at farm prices.

"A handful of men, with their spare cash, could buy the output of all the gold and silver mines of North America, and many a sovereign State has a smaller income than the net profit of a single industrial magnate.

"Human beings can not spend such incomes. They pile up to clog the economic circulation, and to cure this congestion our economic doctors propose to bleed those who already are half starved."

A Poor Way to Hatch Them!

—Talburt in the Washington "Daily News."

AND Mr. Green charges flatly that "the United States Steel Corporation violated a solemn promise which it made to the people of the nation when it assured the President of the United States, along with a number of other large employing interests, that during this distressing period of unemployment, wages would be maintained"—

"This great corporation has now broken its promise. In sharp contrast to this action, labor has discharged its obligation and maintained the pledge which it made to the President."

The steel action, he adds, "seems to be a repetition of the old story: employers of labor know one thing, and that is to reduce wages when economic depression comes upon us. That seems to be their solution for unemployment, and they seem to regard it as the remedy for economic distress."

Before quoting other critics of wage-slashing, it is interesting to turn to the other side to note what strong support "Big Steel" commands. "No one can fairly contend that the Steel Corporation was not a patient and sincere trail blazer," declares the Providence *Journal*—

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"It pitted all the energy and resourcefulness of its executives against the forces of depression. It marshaled its tremendous financial resources to stem the tide of adversity.

"That it has failed to hold its original ground is clearly not its fault. It stuck to its initial position until time and the relentless pressure of the ancient economic law of supply and demand compelled submission.

"Even tho the corporation has failed to reach its objective, one must temper one's regret with the satisfaction that a signal public service has been performed. Rarely, if ever, in the economic history of mankind, has a business enterprise of the size and character of the Steel Corporation been made available for such an experiment."

Soothing Sirup on the Pill

—Knott in the Dallas "News."

And in Washington, "there is confidence that the Steel Corporation did not take this step until it felt the action was absolutely essential to resumption of normal volume of business and, therefore, of prosperity."

So writes Mark Sullivan in a copyrighted dispatch to the New York *Herald Tribune*, and he continues:

"It is common knowledge that the Steel Corporation, both as respects its higher officials and its operating superintendents, was, from the beginning of the depression, strongly and almost stubbornly opposed to wage-reduction as a policy. The Steel Corporation, in short, has been completely loyal to the conviction that high wage rates are desirable on the broadest grounds, and are to be maintained as long as possible."

Turning back to the other side, we find William Randolph Hearst charging, in a signed editorial in the New York *American*, that these great corporations, by wage-slashing, "have contributed their utmost toward the aggravation of the depression and the accentuation of the injustice already inflicted upon the wage-earners of the country and the elements dependent on the welfare of these workers." Digging into the background, he charges further that—

"The immediate cause for this cut in wages to workers is the present difficulty that the corporations have in paying dividends on their stock, but the actual and elemental cause is the issuance by these corporations of more stock than they are capable of paying dividends on.

"It may be taken as an axiomatic fact that if corporations issue stock to the limit of their capacity to pay dividends upon in good times, they will not be able to pay dividends upon it in bad times."

Analyzing the situation, Mr. Hearst finds that "wages are cut, thus placing the whole burden of overspeculation, overcapitalization, maladministration, and the resultant depression on the already strained back of an element which was in no way responsible for these evil conditions." And in conclusion:

"We do not want Communism in this country, and what is more, we do not intend to have it, but the way to prevent Communism is to make Capitalism perform its full duty to the public, and that is what scientific American finance and patriotic American statesmanship must proceed promptly to do."

But "common sense suggests that no revival is possible so long as labor costs are artificially kept out of line with commodity prices," says the Philadelphia *Record*, reminding us that—

"It was a wage cut in the steel industry that signalized arrival at the lowest point in the depression of ten years ago, and the beginning of an upswing.

"Similar action now should result in increasing employment for both capital and labor in accelerating the activity which is indispensable for the restoration of prosperity."

"Earnings—dividends—salaries—wages—all must travel the same road, however spaced apart they be," says the Boston *News Bureau*. "None of them can either fare in the other direction or stand still. Therein is the inevitability of the wage revisions inaugurated by the Steel Corporation."

And the Baltimore *Sun* agrees that "in the case of the steel companies, it is very difficult to examine the record of their recent operations and escape the conclusion that they needed to get costs down in order to stimulate business." And this from the New York *Journal of Commerce:*

"To place United States Steel common stock in a position that will assure future receipt of earned dividends will help greatly to restore general investment confidence, and hence to stimulate the kind of business expansion upon which a basic industry, such as steel, depends.

"Since industry can not continue to offer employment on a non-profit basis, it is clear that labor would only be helping to increase the number of the unemployed if it were to insist upon maintaining wage rates that result in operating deficits for employing companies."

Some papers point out that, in view of the 11.7 per cent. reduction in the cost of living since 1929, the wage cuts are not so serious as they would have been when the depression began.

Other observers tell us that altho many organizations have maintained hourly pay rates, thousands of workers have suffered a loss in income through reduction in the number of hours worked. The wage cuts, they say, may actually benefit the worker through increasing the number of hours of work.

"The wage cut in the steel trade is like the measles, regrettable but probably inevitable, especially when it arrives as the accompaniment of a long period of declining prices," thinks the Cleveland *Plain Dealer*.

But other papers, for instance, the Washington *Post*, call this wage-slashing "a foolish and selfish act," and there is frequent reference to the statement by Julius Klein, Assistant Secretary of the Department of Commerce, that "there will be hell to pay throughout the United States in the event of a general wage-reduction."

Representing the view-point of many papers, the Washington *Evening Star* assays the matter thus:

"A reduction of wages may be justified if it is necessary to the very maintenance of an industry. It may not be justified, however, if it is necessary merely to bolster up earnings for the owners of securities issued by the industry for capitalization purposes."

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Coolidge's Renunciation as a Hoover Boost

"A RETIRED PRESIDENT ought to be an example of loyal support to his successor."

Thus the mild, taciturn Calvin Coolidge starts a political earthquake, and sets the editorial thunder rolling by excluding himself as a Presidential possibility in 1932, and calling upon his Republican party to unite solidly behind President Hoover.

Hailed on every side as a sensation, Mr. Coolidge's declaration is called "the year's most important political utterance," "timely and important," "a relief to the Administration," and "a party stabilizer."

Republican leaders welcome it as a most important preliminary step to the 1932 campaign. Democrats accept the announcement cheerfully, expressing eagerness to fight it out next year on the basis of Mr. Hoover's record. Thus it is agreed that the air is cleared, the stage set, for the mighty struggle of 1932.

"When I announced my determination not to run for President in 1928, my decision had been made a long time," writes Mr. Coolidge in a copyrighted article in *The Saturday Evening Post*, in which he explains his attitude. He was seeking relief from public responsibilities, and his action also was based "on the belief that it was best for the country." And after telling of his efforts to discourage the movement to renominate him, he asks: "Why should it be supposed that what I was then seeking to escape I am now seeking to acquire?"

And here is perhaps the strongest part of his statement, which the Boston *Evening Transcript* calls "a classic in its delineation of the proper attitude of an ex-President toward his successor and the party of which he has been the leader":

"A party which gives itself over to factional controversy instead of public service can not command the confidence of the country. A retired President ought to be an example of loyal support to his successor.

"It has long been the practise to give a President in office a second nomination.

"It is a practise that has been beneficial to the country.

"Any other course is open to grave objections, and in danger of being attended by serious consequences. The great safeguards of order and precedent, of respect for public office, of obedience to duly constituted authority, ought not to be weakened.

"In an emergency like the present, the responsible elements of our party should offer a solid front in their support of the President. That is the course I propose to pursue."

"Not since his casual assertion 'I do not choose to run for President in 1928' has any statement of Mr. Coolidge's created such a profound stir in political quarters," writes George R. Holmes, Washington correspondent of International News Service. "Among Mr. Hoover's friends, and among Administration officials generally, the Coolidge announcement was greeted with undisguised pleasure. They have always been haunted by the specter of a Coolidge revival, and its disappearance in such an effectual and convincing manner brought broad smiles and real relief."

IN some quarters there was said to be a tendency to view Mr. Coolidge's announcement as merely reflecting his decision to wait until 1936, when he will be sixty-four.

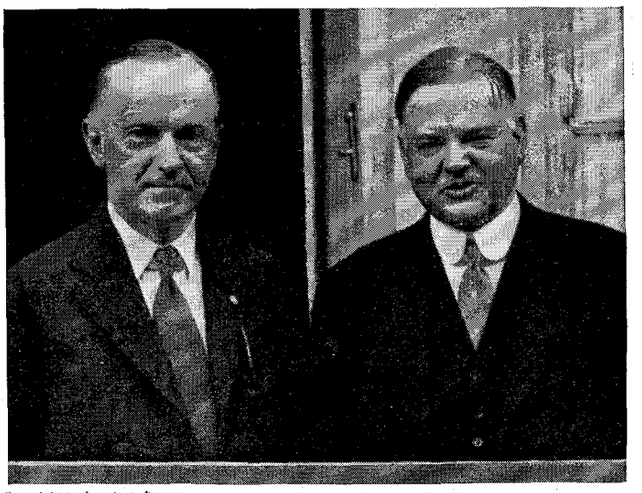
Taking the favorable side of the press comment first, we find the Los Angeles *Times* (Ind. Rep.) saying:

"The example he sets in pledging allegiance to the present occupant of the White House is a generous expression from a great party leader that will serve as an inspiration to Republican solidarity and enthusiasm throughout the country."

It is "the year's most important political utterance," asserts the Wichita *Beacon* (Ind.), and the Manchester (N. H.) *Union* (Ind. Rep.) adds that "Mr. Coolidge has sounded a slogan that is both timely and important."

The "right word at the right time," agrees the Washington *Post* (Ind.), and this same sentiment is echoed by the Minneapolis *Journal* (Ind. Rep.) and the Cincinnati *Times-Star* (Rep.). "One observant at all of public affairs could hardly have expected anything else," says the Syracuse *Post-Standard* (Rep.), and the Cleveland *Plain Dealer* (Ind. Dem.) points out that "to deny the President the traditional second term would mean to split the party wide open." Mr. Coolidge's statement, declares the Seattle *Times* (Ind.), "should silence all the backbiting and much of the whimpering."

The statement "not only will stabilize the Republican political situation," thinks the Kansas City *Star* (Ind.), but "it will tend to stiffen weak backbones and to rally the country behind the President in his difficult task of making the Government contribute most effectively to the return of prosperity."



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"An Example of Loyal Support"

To his successor" is what a retired President ought to be, says Calvin Coolidge.

NOW for the other side. Many Democratic papers consider that Mr. Coolidge is simply "too shrewd to run."

"It means nothing more than a stout partizan coming to the defense of his own party policies, which are in dire need of help," declares Josephus Daniels of the Raleigh *News and Observer* (Dem.).

And the Omaha *World Herald* (Ind.):

"The Republican party can not repudiate President Hoover without repudiating itself. Coolidge knows that, and so does the party. It is this sad fact which condemns the unfortunate Mr. Hoover to a renomination."

"He has advocated the renomination of Mr. Hoover when Mr. Hoover's renomination is already in the bag," says the Norfolk *Virginian-Pilot* (Ind. Dem.), and the Milwaukee *Journal* (Ind.) agrees that "only a political cataclysm could take the nomination from Mr. Hoover."

The Coolidge statement will be a blow to many Republicans who fear for the future, asserts the Memphis *Commercial Appeal* (Dem.), and the Miami *Herald* (Ind. Dem.) agrees that the party will have to quiet its dissensions before 1932.

"It is not surprizing that Mr. Coolidge declines to assume the part of chief victim in the national contest next year," says the Atlanta *Constitution* (Dem.), and—

"The failure of his party to meet the situation has been brought about under the leadership of Mr. Hoover, and he is the one to pay the penalty of its shortcoming."

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"Big Navy" Patriots Who Anger the President

"MISCHIEVOUS AND MISLEADING" reports, planted by professional "big Navy" patriots in gullible newspapers, broadcasting the erroneous impression that Mr. Hoover's economy program would clip some hundred and fifty millions from naval construction in a single year and would usher in a "lay-no-keels" holiday—these are the things, Washington correspondents confess that have made the President's blood boil.

Were they trying to force his hand? To start a backfire in the press? To set up that "naval holiday" as a fact instead of a mere proposal?

No Lay-Offs Here!

—Talburt in the Washington "Daily News."

Trying to dictate to him and the American people? And who were these propagandists? Were they gold-braided admirals, retired Navy captains, even active Navy officials?

These questions, if we may credit the surmises of the Washington correspondents, flashed through his mind and incensed the President more and more. The Navy League, an organization composed of civilians sympathetic to a big Navy, had released to the press its "Preliminary Studies as to a Naval Holiday"; and that very day the press of the country published stories from Washington announcing that the Administration planned to eliminate naval building for an entire year.

Here are the reasons, according to Dewey L. Fleming of the Baltimore *Sun*, why the President's vital fluid touched 212° as he glanced over the head-lines of September 28:

"Such a move by big Navy exponents and their sympathizers was authoritatively reported to be viewed by Mr. Hoover as an ill-disguised attempt to dictate to the American people what they should spend, besides being an effort to influence and direct a function specifically delegated to the Executive and the Congress.

"The President, it was indicated, was prepared to resist such tactics with every facility at his command, even to an appeal to the country, if that be necessary.

"The incident brought to light that Mr. Hoover is anxious to have the Navy Department scale down its 1933 budget by $40,000,000 or $50,000,000 as a part of a general retrenchment program which he expects to apply to other government departments.

"In the specific case of the Navy this means that the Administration would like to see the budget held to or reduced below the figure for the current year—$360,000,000—instead of being increased to $401,000,000, as proposed by the Navy budgeteers.

"Instead of wiping out naval construction for a year, as suggested in the reports which offended the President, Mr. Hoover actually is proposing to increase the construction fund $15,000,000 above that allowed for the current year, it was said.

"It is his thought that the construction item might be boosted from the current figure of $50,000,000 to $65,000,000, the department saving to be effected in other quarters of naval activity.

"Thus authorized construction would not be impaired, altho, of course, entirely new construction would not be contemplated during the year.

"It was made clear that the President's quarrel was not with Secretary Adams, but with other officials of the department whose zeal in seeking appropriations is considered by Mr. Hoover to have gone beyond reasonable bounds."

HOWEVER premature and unjustified the announcement of a "lay-no-keels" holiday for the coming year may have been, it was sufficient to mobilize press opinion promptly and sharply either for or against naval economies. "Scuttling the Navy" announced the Hearst New York *American* in editorial head-lines, protesting that such a policy automatically "sinks the American Navy to the level of a third-rate Power."

The "big Navy" group includes also the Chicago *Tribune*, which has long warned its readers against the menace of a weakened naval power; the New York *Herald Tribune*, the Washington *Evening Star*, the Washington *Post*, the Boston *Transcript*, and, in general, the conservative regular Republican dailies.

Walter Lippmann doubts the lasting efficacy of all such proposals toward international disarmament, noting in the *Herald Tribune:*

"The kind of work that faces Messrs. Laval and Hoover when they meet, the kind of work that remains to be done as between Russia and the Western nations—this is the reality of peace-making, and the reduction of armaments is dependent upon it and would follow from it.

"The other approach by means of holidays, ratios, limitation treaties, and so forth, is very attractive to governments that do not wish to deal with the realities.

"It is an approach, however, that does not lead far down into the causes of the trouble, and may actually divert attention from them. If it has its uses, they are superficial, like washing the feverish patient's forehead, smoothing the pillows for him, and telling him cheering stories.

"It is not a cure for the disease, and it ought never to be mistaken for one."

AMONG the more hopeful adherents of some sort of naval disarmament we find such papers as the Brooklyn *Eagle* and others of the Gannett group dailies, the Philadelphia *Inquirer*, the Baltimore *Sun*, and the Detroit *News*. This last paper sarcastically suggests that the "professional naval patriots" of the Navy League are attempting to usurp the work of Congress and the Navy Department:

"The Navy League has once more taken a large amount of work off the shoulders of the Navy Department and Congress by making public its naval construction plans for the next six years.

"In that period the Navy League plans to build 101 ships to replace units becoming obsolete, and to lay down twelve additional ships, including three aircraft carriers, two large-gun cruisers, and seven small-gun cruisers.

"This construction, says the Navy League, will not bring the Navy to 'treaty strength,' a project that would cost a billion dollars. But it is a 'moderate' and 'minimum' plan, costing only $767,000,000.

"Of course, if Congress wants to spend more than that, the Navy League will not disapprove, and its services will still be at the Government's disposal to point out how the money may best be laid out."

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The Legion's Demand for a Prohibition Showdown

"WE WANT BEER," howled New York, massed on the right of the convention floor.

"We want beer," yelled Illinois, in the center.

"We want beer," chorused New Jersey, high up to the left.

"Massachusetts seconds the motion," shouted Delegate Norman McDonald.

For an hour the riotous debate continued, as speakers were alternately hissed, booed, and cheered, writes W. A. S. Douglas in the Baltimore *Sun*, and then the American Legion, at its meeting in Detroit, drove through a resolution calling for a referendum on the Eighteenth Amendment. The vote was 1,008 to 394.

Thus for the first time in the thirteen years of its existence the Legion takes action on the Prohibition issue, lining up with the American Federation of Labor, the American Bar Association, and the American Medical Association in opposition to the Prohibition law. Such, at least, is the statement of the correspondents, altho not all the Legion officials are willing to admit that it was an anti-Prohibition move.

Loud repercussions follow the vote. One conspicuous dry leader bitterly assails the convention's action. Other drys, admitting the Legion's right to call for a referendum, announce plans for tightening up their forces and carrying on the fight within the big organizations that stand opposed to Prohibition. Washington sees a vigorous renewal of the wet-dry battle when Congress convenes, altho hardly any one seems to think there is a chance for a decisive action at the coming session.

"STAGGERING drunks disgraced the uniform and yelled for beer," declared Dr. Clarence True Wilson, dry leader, as quoted by the Associated Press, "The Legion has again taken the wet side," he said. "I am not surprized. If you had seen the outfit that gathered in Detroit, as I did, you would be surprized that 394 men (the number of delegates who voted against the referendum resolution) could be found who would stand up for the Constitution and decency and sobriety. Where did they get them?" And Dr. Wilson added:

"There was a marked absence of the sober, well-behaved typical American. The other crowd is in power. That is why the headquarters over in Windsor was placed in the government liquor store. That is why such numbers of staggering drunks disgraced the uniform and yelled for beer."

BUT Henry L. Stevens, Jr., of North Carolina, new national commander of the Legion and described as Democratic dry, declared:

"I certainly do not take the view that the Legion has taken the wet side. The Legion did not take the wet side by calling for a referendum, but simply called for full expression of the opinion of the citizens of the country. I have seen fewer drunks at this convention than ever at any other convention. A million of us have stood up for the Constitution, and still do stand for it."

Other Legion officials and many newspapers retort sharply to Dr. Wilson for what they call his "vilification" and "abuse."

"A battle royal is now frankly anticipated in the Congress which convenes in two months," writes George R. Holmes, Washington correspondent of International News Service. "While it may not be successful from the view-point of the anti-Prohibitionist, the forthcoming battle will be but the forerunner of others. That is recognized by both sides, and plans are being made accordingly."

A few quotations will show the division of editorial opinion on the Legion's action.

"Does the Legion want a precedent set by Congress for extra-Constitutional action whenever a militant body of popular feeling may demand it?" asks *The Arkansas Gazette*. "Is America ready to junk her constitutional law?"

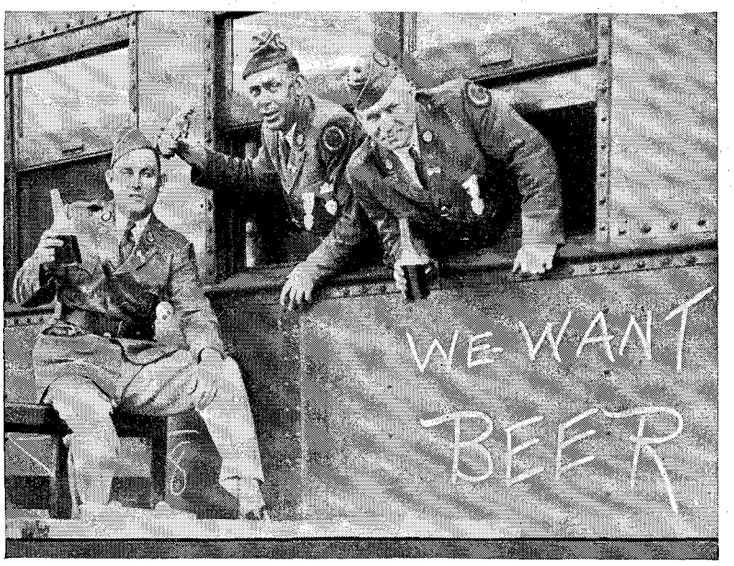
And the Meridian (Miss.) *Star*, calling the Legion's plan "another needless waste in effort to establish that which has already been established," continues thus:

"Prohibition, in so far as the public is concerned, is here to stay.

"Not perfect, but better than the olden days.

"No doubt imperfectly enforced, but none the less a forward, upward step.

"The Legion referendum would constitute a waste of money and a waste of time.



Acme photograph

Making Their Meaning Clear

These Legionnaires demonstrate their convictions on a visit to the Canadian city of Windsor, across the river from Detroit, during the recent Legion Convention.

"No occasion to reestablish that which has repeatedly, consistently, and continually, by the public, been reapproved and reaffirmed.

"Too many present crying problems to be solved, without seeking to reopen a situation which long ago has been a closed and final incident."

BUT, on the other hand, the Springfield *Union* says that "it is a task worthy the Legion's best efforts, and one whose fulfilment will earn the gratitude of millions of intelligent and temperate citizens grown disgusted and weary of an experiment which defeats the very purpose it was intended to serve." And the Cleveland *Plain Dealer* adds:

"Here is a legal, reasonable method of testing public opinion on an issue that has a nation guessing. It is the only kind of referendum apparently available. The result would be far more convincing than slogans, resolutions, or wholesale evasions of the law."

The resolution adopted by the Legion follows:

"Whereas, the Eighteenth Amendment of the Constitution of the United States has created a condition endangering respect for law and the security of American institutions, therefore be it

"Resolved, That the American Legion in this thirteenth annual convention assembled, favors the submission by Congress of the repeal or modification of the present Prohibition laws to the several States with a request that each State submit this question to the voters thereof."

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First Effects of Britain's Hypodermic

A PLEASANT FORM of economic intoxication, observers agree, is the first visible effect of the British Government's action in abandoning the gold standard.

With the cheapening of the pound sterling, prices over there have automatically begun to rise. The exhilarating results of moderate inflation have become apparent everywhere in the British Isles since the startling announcement of September 20.

Thus far the change has merely acted as a tonic to business, and, as a correspondent of the New York *Sun* sees it—

"To tell the truth, the British Government's momentous decision by no means displeases the manufacturing interests, which foresee that the depreciated currency will facilitate exportations, curb imports, and reduce real wages.

"Indeed, the new situation is a victory for British industrialists over the bankers. The latter unquestionably will suffer severely in international dealings through the fact that the pound no longer represents the standard unit."

But inflation breeds booms, and sometimes, as in Germany after the war, brings disaster. While the English financial authorities are insisting that their currency will not get out of hand, many economic experts think that further inflation is inevitable. David Dillman, writing in the Chicago *Journal of Commerce*, says:

"Aside from the fact that letting down the artificial standard for the currency relieves the country of the terrific strain of the last several hectic months, the only real benefits to accrue from suspension of gold payments come through inflation.

"A considerable part of the distress England has suffered in the last ten years relates to the deflation necessary in elevating the pound to the old gold parity in 1925 after its prior lapse.

"While Germany and France were canceling their debts and building up their physical equipment through the vehicle of inflation, England was crushing its industry and commerce under the burden of increasing taxation, declining property values and commodity prices, with the consequent stagnation in business.

"Now the process is to be reversed. A dole that was to be cut 10 per cent. by legislation will be automatically lowered by the extent that sterling declines from the previous gold par. Government debts will be pared in equivalent proportion along with all governmental expenses.

"Business will receive as potent a stimulant as a hypodermic.

"Such a consequence of inflation makes it sound like a pleasant form of economic intoxication, which to large extent it is. Before it recommends itself too strongly for application to our own difficulties, it is perhaps wise to recall the headaches which will come in attempting to maintain the international credit position, while this internal debt-repudiation process goes on.

"Regardless of what comes now in respect to the external sterling obligations, a day of reckoning will come."

WHILE the result is to inflate prices of British commodities at home, the prices of those same commodities abroad—in terms of dollars or francs or marks—will be lowered, producing a gain on the export side of the ledger. To quote *The Christian Science Monitor:*

"The most significant effect of the move will be the bonus which it will afford to British trade overseas. Mr. J. P. Morgan has already called attention to it. In an interview with the Associated Press correspondent in London, he said that the action of the British Government is 'a hopeful and not a discouraging event,' because it will involve the 'restoration of the trade of Great Britain.'

"Nothing, indeed, could be more calculated to encourage business recovery in Great Britain.

"The fall of about 20 per cent. in the sterling-dollar exchange means that if this is found to be the natural level of the pound sterling, the price of British goods on world markets will be reduced correspondingly.

"The step is therefore tantamount to a bonus on exports and a tariff on imports."

The danger, as the Manchester *Guardian* points out, is that the Government will not be able to stop the inflation when it tries to, at a point that can be described as a happy medium representing a sane price-level and a reasonable index value of the dollar.

If it does succeed in this, the relief from the pressing weight of internal debt will be enormous, we are told, tho the gain will be at the expense of present creditors. As Mark Sullivan explains in the New York *Herald Tribune:*

"Britain's act is a step in relief of debtors.

"A British debtor who owed his British creditor the equivalent of $1 in gold to-day can pay the debt in the equivalent of 90 cents in gold.

"This, too, will be infectious. Demand for relief of debtors through political action already was beginning in America, in the shape of proposals for moratorium of interest on farm mortgages.

"Much of that has been planned for the coming session of Congress. One form and, in the judgment of many, the best form of relief of debtors, is rise in commodity prices. If a Western farmer's wheat goes up ten cents a bushel, he no longer will ask for postponement of the interest on his mortgage. There is at least a possibility that this may happen as one of the world-wide effects of what Britain has done."

Shades of '96! Can It Be?

—Spencer in the Omaha "World-Herald."

MEANWHILE, Sweden, Norway, and Denmark have followed Britain's lead, and are already experiencing similar results. The Associated Press points out that if the next Nobel Prize is awarded before Sweden returns to a gold basis, it will be worth about $7,000 less than usual.

Most of the countries of South America, the Editorial Research Service at Washington reminds us, had suspended gold payments before Great Britain departed from the gold standard, and Mexico has recently adopted a silver standard for her currency. India, Egypt, Hungary, and Danzig, which have the "sterling exchange" standard, automatically followed the British departure from gold. Greece changed its exchange standard from the pound to the dollar when the British currency ceased to have a fixt relation to gold. Japan is still maintaining the gold standard, but with difficulty.

In the United States, according to the Washington correspondents, one of the first effects of Britain's abandonment of gold is to create a fresh propaganda for the remonetization of silver. Problems of gold, silver, and currency, they say, will be more conspicuous in the coming session of Congress than at any time since William Jennings Bryan ran on a 16-to-1 silver platform, thirty-five years ago.

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The League's Gravest Test in Peace-Making

THE GRAVEST TEST the League of Nations has yet been called upon to meet.

So our newspapers characterize the complex problem that China hurled overseas from Nanking to Geneva, when it called upon the august Council of the League to restrain Japan from further "military" acts in Manchuria.

China invoked Article XI of the Covenant, and insisted that the Council recommend that both sides of this bitter dispute return to their previous positions—that Japan should without delay evacuate Mukden and other points she has occupied since the sudden outbreak of bloody hostilities on September 18—as recounted in THE LITERARY DIGEST for October 3.

Newly-elected member of the League of Nations, China placed great hopes on the answer of the Geneva Council. That answer, as cabled to Nanking, was a virtual acquiescence in Japan's refusal to submit to outside negotiations.

The first resolutions of the Council of the League of Nations were cabled to Tokyo and Nanking as follows:

"The Council, including China and Japan, unanimously decided to authorize its president, Alejandro Lerroux of Spain:

"1. To address an urgent appeal to the governments of China and Japan to abstain from every act liable to aggravate the situation or prejudice a peaceful settlement of the problem.

"2. To seek, in consultation with the Chinese and Japanese representatives, adequate means of permitting the two countries immediately to proceed to withdraw their respective troops without compromising the security of the lives of their nationals and the protection of the property belonging to them."

International

A Peace Victim

An angry student mob beat up C. T. Wang, China's Foreign Minister, accusing him of "weak-kneed" peace policies in Manchuria. He resigned.

BITTER disappointment and angry protest greeted this impartial message.

A mob of Chinese students stormed the Foreign Office in Nanking, correspondents cable to their papers, and beat Foreign Minister C. T. Wang within an inch of his life—because he failed "to induce the League to fight the battle of a theoretically pacific and non-resident China," as the New York *Herald Tribune* expresses it, somewhat cynically adding that this was "one of those fantastic spectacles in human behavior which are the despair alike of peacemakers and peace systems."

Has the League of Nations failed in this severe test as an international peace-making and peace-maintaining body? Has the Briand-Kellogg pact been exposed as toothless and inefficient? Has the Nine-Power Pacific Treaty been violated without protest? The Washington *Evening Star* reminds its readers:

"The Nine-Power Treaty, negotiated during the Arms Conference of 1921-22, pledges all of its signatories, including China and Japan, to common respect of one another's territorial integrity.

"The Kellogg pact obligates its adherents to renounce war as an instrument of national policy."

The Washington *News* asserts that while "settlement of Japan's war of aggression against China" is a serious problem, it is insignificant compared with the larger issue of rescuing the world's peace machinery.

The withdrawal of Japanese troops is not enough, insists this paper, to save the peace treaties:

"If the United States Government can not make these peace treaties operate—by diplomatic demands, or by economic boycott, if necessary—how does it expect the American people or the world to retain any faith in peace treaties and disarmament? We believe these treaties can be made to work. At least, the State Department can try."

ON the other hand, influential papers like the New York *Times*, the Providence *Journal*, the Baltimore *Sun*, the New York *Herald Tribune*, all commend the rapidity with which the League Council met, and the wisdom of its impartiality. Says the Baltimore *Sun:*

"There is cause for gratification in the general positions of the League and of our own State Department.

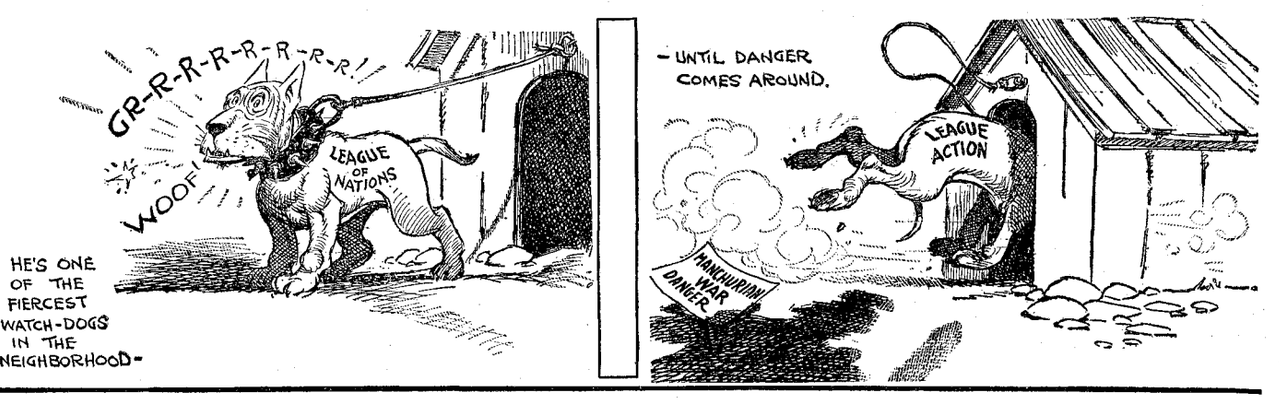
"It will be said of the League, of course, that it has not been sufficiently forceful.

"That kind of criticism may be taken with a large addition of salt.

"The League does not serve the largest and best purpose by attempting the rôle of imperious dictator.

"Far more important is it that the League be, first of all, the instrument through which reason may be brought to bear upon disputants.

"The more the League can become the instrument of reason and the less it is set up as a means of coercion, the stronger and the more permanent will be its power."



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A Peculiar Breed

—Orr in the Chicago "Tribune."

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TOPICS IN BRIEF

MAYBE they are called peanut politicians because they improve with roasting.—*Brooklyn Times.*

ABOUT the time we get Germany's financial standing half-soled the uppers give away.—*Dallas News.*

HALF the fun of a Communist revolution in America would be in sharing things with Comrade Mellon.—*Life.*

GANGSTERS are reported as having a hard time meeting the instalments on their machine-guns.—*Ohio State Journal.*

STILL, if it weren't for football, how would anybody know that the colleges were open for business?—*San Diego Union.*

WHAT this country needs is a tin can and olive bottle that will dissolve readily when emptied and left in a natural beauty spot.—*Detroit News.*

WELL, at last we know what has become of all the strong, silent men that the talkies put out of the movies. They've become witnesses in these racket probes.—*Judge.*

A LOOK at one of his photographs will quickly convince any one that Mr. Gandhi has already come out on top.—*Louisville Times.*

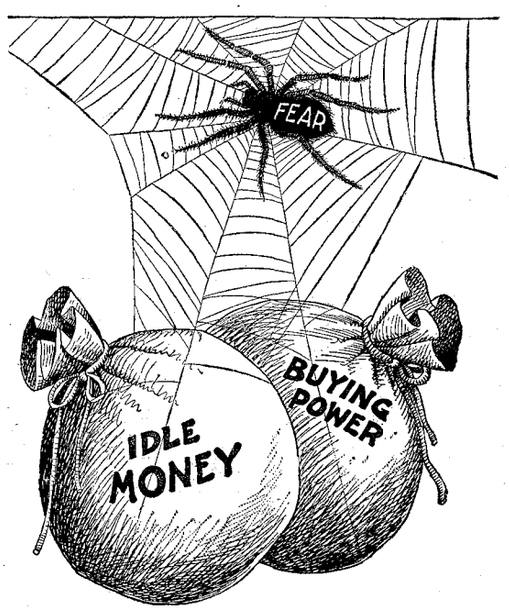
GIRL to Pay Tuition at Texas College by Renting Ponies.—Head-line. These are small saddle-horses, however.—*Arkansas Gazette.*

BANK deposits continue to increase. That is the unemployment that is causing most of the trouble.—*American Lumberman* (*Chicago*).

A WAREHOUSE fire which threatened to destroy several million bushels of Kansas wheat was extinguished before it could do much good.—*Life.*

THE Government is said to be considering enactment of a tax on sales. Mightn't it be better to arrange to enact a few sales first?—*San Diego Union.*

BRITISH physicians are trying to diagnose the disease of which Shakespeare died. Prompt medical attention of this sort ought to be appreciated.—*Dallas News.*



The Strength of a Spider's Web Is Astounding!

—Shafer in the Cincinnati "Times-Star."

ANY man who foolishly thinks laws in America are not enforced should try parking alongside a fire hydrant.—*Louisville Times.*

THE new campaign in favor of rolling your own cigarets should have the hearty support of all the electric-sweeper distributors.—*Kansas City Star.*

THERE'S a redeeming feature to the recent gang war in the mountains. The bullet holes in the billboards give the motorist a chance to see some of the scenery.—*Judge.*

ACCORDING to a manufacturer of musical instruments, wood for making violins is kept for twenty years. The trouble is that it is then used for making violins.—*The Humorist* (*London*).

"THERE is no air on the moon," says a specialist on the subject. As an old locker-room barytone, we can call to mind 714 airs on the moon, and haven't begun to exhaust the list.—*Detroit News.*

"TO fly through the country roads in a powerful car at night is to feel as if you had escaped into another world," says a writer. And perhaps to find, in the end, that you actually have.—*Passing Show* (*London*).

THE beauticians are announcing for the delectation of the ladies a more permanent wave, but most of the men would be satisfied with a workable anti-kink that would remove the crimp from the bank roll.—*Boston Herald.*

Too bad that Reno can't divorce politics from crime.—*American Lumberman.*

ONE of the obstacles to getting an education nowadays is finding a place to park.—*Ohio State Journal.*

WE should think Captain Hawks would live in constant fear of meeting himself flying back.—*Cedar Rapids Gazette.*

LOOKS as tho a lot of summer vacations are going to last through the winter.—*Dunbar's Weekly* (*Phoenix, Ariz.*).

"CIVILIZATION is under construction," says an editorial. Many of us have noticed that we proceed at our own risk.—*Life.*

AFTER all, those tight, confining skirts have points in their favor. They'd certainly eliminate a lot of shin-suffering under a bridge table.—*Arkansas Gazette.*

GANDHI claims to have "divested himself at last of all compromise." It is estimated this gives the famed Mahatma a couple of surplus safety-pins.—*Detroit News.*

WE suppose at some future time that men will yearn for cigarets like mother used to make.—*Ohio State Journal.*

GANDHI has come out against Communism. He dreads even the thought of having to divide up his wardrobe.—*Dunbar's Weekly.*

WAR Veterans Seek Duty on Copper—Head-line. What we would like to see is more coppers on duty.—*B'nai B'rith Messenger.*

AND if Brazil, in burning its low-grade coffee, needs any help, we will be glad to send over a bunch of our restaurant cooks.—*Judge.*

WELL, it certainly looks as if about the only difference between 1930 and 1931 is that the former happened to come first.—*Louisville Times.*

MAYOR WALKER returns from Europe wearing a visored beret, which he says he invented. Still folks said he was idling his time away abroad.—*Portland Express.*

CONSIDERING the volume of business being done by the filling stations, we don't believe prosperity is around the corner but rather on it.—*Thomaston* (*Ga.*) *Times.*

SOME are anxious that Mr. Gandhi be given a key to a city, being curious to know whether he will swallow it or wear it over his ear.—*Detroit News.*

MR. HOOVER'S committee has named three committees to tell local committees how to tell unemployed committees to get themselves employed.—*Dallas News.*

A MEDICAL report shows insanity is decreasing. This may be due to the fact that many persons who were considered crazy several years ago are now able to smile and say, "I told you so."—*Life.*

"I HAVEN'T been any happier with plenty of money," says Mr. Dreiser, "than I was when I didn't know where the next month's rent was coming from." But, oh, the difference to the landlady.—*Detroit News.*

STATISTICS show that more cigaret smokers are now rolling their own, but the investigators fail to report whether this results from the depression or an overdose of Western movies.—*Nashville Southern Lumberman.*

THERE would be no real economy, argue the British seamen, in giving them a wage on which they could not even live morally. To be sure, not. That would only mean the appointment of a lot more vice admirals, we suppose.—*Boston Herald.*

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FOREIGN COMMENT

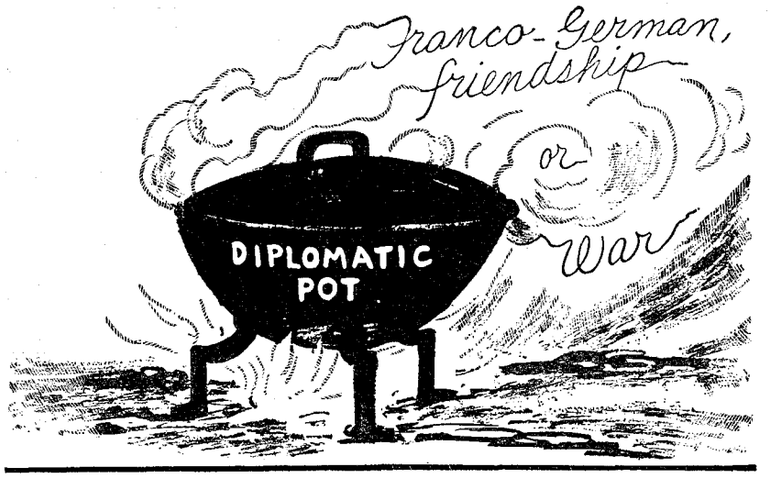
The New Firm of France, Germany & Co.

"THE FRENCH HAVE ENTERED BERLIN" is a message that would have momentarily stopt the pulse of the world thirteen years ago.

But when the French entered Berlin the other day in diplomatic, not military, formation, the world took a long breath of satisfaction.

They came to the German capital to "bury the thousand-year-old grudge between Teuton and Gaul," and to set up in business the new firm of France, Germany & Co.

The "Co." is suggested in German official statements to the effect that the newly created Franco-German Economic Commission will aim at closer collaboration "among French, German, British, and United States shipping interests as well as at intensive cooperation of French capital and German technical skill in trade development in the East."



A French Warning

—"La Victoire" (Paris).

It was the first time that French statesmen had been seen officially in Berlin since the Congress of Berlin in 1878. So September 27, 1931, becomes an epochal date in Franco-German records.

For at 8:37 o'clock that morning, two locomotives pulled the two salon coaches carrying Pierre Laval, French Premier, and Aristide Briand, French Foreign Minister, into the Friedrichstrasse station.

After the exchange of greetings between the French and German statesmen, the French visitors were taken to what was once the royal waiting-rooms, where a little German girl presented a bouquet to Premier Laval in the name of the City of Berlin.

As the French representatives rode to their hotel, members of the Reichsbanner, leading Republican organization in the Reich, shouted "Hurrah for peace!" and "No more war!"

In the first carriage sat the stockily-built, swarthy French Premier wearing his usual conventional dress and his inevitable white tie. Beside him was the gentle, firm-faced ascetic type of statesman, Chancellor Bruening. Behind them rode Foreign Minister Briand at the side of Germany's Foreign Minister, Dr. Curtius.

THE stoop-shouldered Briand, lately recovered from illness, is said to have been "undoubtedly the hero of the day." Berliners took occasion of his first visit to their city to acclaim the veteran French Foreign Minister "for his pioneer work in bringing France and Germany together, following four years of the worst war in world history."

Again and again, we are told, Mr. Briand had to appear on the balcony of his hotel to wave his hand in acknowledgment to the cheering crowd in Unter den Linden, which shouted to him: "Give the world peace!"

And when Premier Laval and Foreign Minister Briand called to pay their respects to President von Hindenburg, at 73 Wilhelmstrasse, official residence of the Reich's President, says a Universal Service correspondent, Robert Barry, a great bulk of a man, Germany's President, looked down on a shaggy, stooped visitor, France's "Apostle of Peace."

Mr. Briand was a boy of nine, we are reminded, when Herr von Hindenburg was a lieutenant in the Imperial legions which besieged Paris in 1870. At 84, Germany's robust warrior-idol said with a chuckle to Briand:

"How does an old man like you stand the long trip from Paris?"

"It was a pleasure to come on such a mission," Briand replied smilingly.

AND, after that, began the conversations between the German and French negotiators resulting in the Franco-German Economic Commission which, as Foreign Minister Curtius told a United Press correspondent at Berlin, is designed to bring about "relaxation of political tension and alleviation of the economic situation." The Commission looks toward cooperation of French capital with German manufacturers and engineers in the Near and Far East, cooperation of France, Germany, the United States and Britain in shipping, and the harmonizing of German and French commercial aviation interests.

BACK in Paris Premier Laval and Mr. Briand were met by a crowd of ten thousand in packed streets near the Gare du Nord, who from housetops and windows cheered their countrymen's return. In a message to the press, the laconic, rugged Premier told the story of his journey with Mr. Briand in his own way:

"We come from accomplishing at Berlin a most delicate mission for any French ministry. We wanted by our acts to facilitate rapprochement between the two countries. I suggested to Chancellor Bruening the creation of a Franco-German Economic Commission. This will be realized, and the commission will examine economic problems of the two countries.

"We did not sacrifice any of the interests of France.

"Like yesterday in Berlin, soon in Washington I will do my best in the name of my country, and assume my share in the new and difficult tasks imposed upon our government by the world crisis."

But editorial cables to THE LITERARY DIGEST from the French and German press indicate that German feeling still flares angrily in certain quarters.

The die-hard Conservative *Kreuz Zeitung*, for instance, is gloomily convinced that "attempts at Franco-German conciliation are vain as long as France is striving for supremacy in Europe, and unwilling to grant Germany equality." And, "this situation will not be changed by the Franco-German economic committee." As if with a sardonic yawn, the *Deutsche Allgemeine Zeitung* observes:

"We hear, but belief is lacking. After Locarno we heard the same tones. Not only the pretty words 'a new start' were heard there, but also the economic committee's efforts to interweave French and German finances.

"Nevertheless, with the exception of the evacuation of the Rhineland, no real steps toward peace were accomplished."

A much more cheerful note comes from the Berliner *Tageblatt*,

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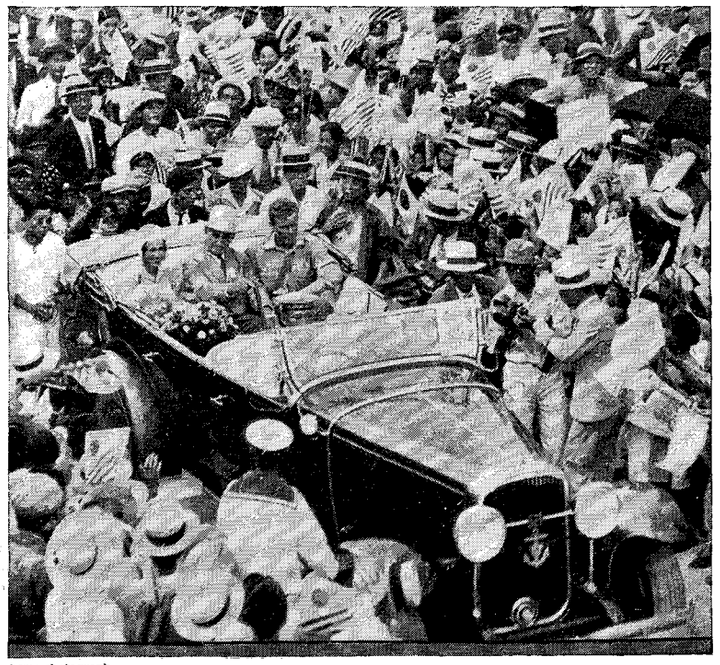
which welcomes the results of the French visit and thinks "the dual commission plan is capable of expansion to the remainder of Europe." Says the Liberal *Frankfurter Zeitung:*

"The committee's work must be watched with great interest, yet without excessive expectations. It is a decisive point that a common ground was found upon which cooperation is possible, so henceforth officials need not rack their brains to determine what to do before political problems may be broached."

How efficacious the committee may become is the thought that occupies the Volkspartei *Koelnische Zeitung*, which says:

"It might be claimed that the committee is unique in that it represents an attempt to bring the relations of the two peoples out of their century-long opposition, either open or clandestine, and not replace that feeling by an equally fruitless cold indifference, but by profitable cooperation."



Acme photograph

How They Hailed the Lindberghs in Japan

Japan's air-mindedness, say some Japanese caustic critics, consists chiefly in welcoming foreign visiting aviators.

French editorials cabled to THE LITERARY DIGEST reveal a commercial newspaper, *La Journée Industrielle*, as saying that the visit to Berlin will change Franco-German relations which "in the past have been poisoned by mischief-makers." "We have everything to gain and nothing to lose by being friends with Germany," frankly avers the Paris *Midi*, which adds:

"The permanent Franco-German commission is not a piece of bluff. This is the first time in the history of Franco-German relations that the two nations are going to work together on a solid basis dealing with palpable realities."

SIMILARLY enthusiastic about the committee is the Paris *Ere Nouvelle*, which is convinced it will "help toward wider cooperation, which in turn will facilitate an international entente that perhaps is not as far off as some people think." Authoritatively the semiofficial *Temps* remarks:

"The Franco-German Commission is not merely like others, since it will be organized, directed, and controlled by two governments which never forget the primary idea of their enterprise and the result they expect from it.

"It is that which allows us to hope—without having too many illusions about the immediate consequences of the visit of the French Ministers to Berlin, and without allowing ourselves to see the mirage of a close entente which is not politically practicable at present—that the Franco-German conversations fully constitute the first effort of constructive work."

Urging Air Preparedness in Japan

THE UNITED STATES DARED to force a ratio on the Japanese Navy, which made it only three-fifths of the strength of the United States Navy.

So it may be imagined, declares a Japanese writer, what ratio the United States will try to force on Japan when air power is discust.

This anticipation leads Toshio Narasaki to try to stimulate Japan to the proper tension of air-mindedness for her own defense. He writes in *Chuo Koron*, a Japanese publication, cited by the Tokyo *Trans-Pacific*.

To his chagrin, he notes that Japan's air force stands sixth in numerical strength among the leading world Powers, and he continues:

"According to statistics for January last, France had 4,500 military machines, the United States 2,500, Italy 1,800, Britain 1,500, Soviet Russia 1,400, and Japan 600. (Japan's figure is for the Army only, to which must be added some 400 machines belonging to the Navy.)

"The ratio, therefore, was France 10, U. S. A. 5.6, Italy 4, Britain 3.3, Soviet Russia 3, and Japan 2.2.

"As regards civil aviation which, as everybody knows, can easily be converted for military purposes, Japan falls far below the other Powers.

"Roughly speaking, America has 4,000 civil planes, France 1,000, Germany 400, Italy, 400 Britain 300, and Japan 100. The number of pilots is: America 5,000, France 1,000, Britain 800, Germany 400, Japan 300, and Italy 100.

"Therefore, in the total of machines, including both military and civil, America tops the list with 6,500, followed by France with 5,500, Italy 2,200, Britain 1,800, and Japan 1,100.

"The ratio is—America 10, France 8.5, Italy 3.4, Britain 2.8, and Japan 1.8. This, however, can not be depended on for long, as it is subject to rapid changes within a comparatively short time.

"In point of civil aviation Japan is inferior to any other Power in every way, in the number of planes, pilots, aviation clubs, in the extension of airways and the amount of air mails, etc.

"The mileage of established airways plied on schedule for the year 1928 reveals where Japan stands:

	Length of Airways in Miles	*Miles Flown*
U. S. A.	36,000	20,242,891
France	17,200	5,862,907
Germany	16,500	6,571,283
Italy	8,180	1,851,423
Britain	5,305	1,189,340
Japan	1,311	1,147,000

SARCASTICALLY this Japanese commentator goes on to say that while Japanese newspapers give much space to aviation, most of it is about receptions to foreign aviators visiting that country.

If the newspapers write of Japanese aviation, he remarks, one finds that they are concerned with "air girls, a solitary girl parachute-jumper, or air waitresses." With a sneer, he asks Japanese editors to compare this showing with the air news in the French, the German, or the American press, and he continues:

"Since the appearance of airplanes in warfare, the definition of the fighting front has been fundamentally changed. Before the participation of planes in war, belligerents were able to remain in peace at home without ever seeing an enemy if they lived far from the firing zones, but the airplane has brought about an unlimited extension of the fighting front.

"Hordes of enemy planes may make their appearance at any point behind the line at any moment to work devastation on cities as well as military bases. In the next war one may expect enemy planes to attempt wholesale destruction of towns by powerful poisonous gases. The fear for this will no doubt give rise to defeatism among the whole nation."

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Austria's Abortive Putsch

"AS LEADER OF THE STATE OF AUSTRIA, I decree—"

Thus began the bombastic pronouncement of Dr. Walter Pfrimer, the paunchy, fat-faced lawyer of a small town of Styria, the most southern province of Austria, where for twelve hours on Sunday, September 13, a Fascist dictatorship reared itself against the Austrian Government.

The Styrian Heimwehr leader placarded two proclamations throughout northern Styria, one addrest to the people of Austria announcing that the Heimwehr had taken power over the country. The other contained a new constitution in which Dr. Walter Pfrimer freed all officers of the Army, the police gendarmerie, and all State officials from their oath to the Republic.

Among other things, he decreed that Austria was a Federal country, but that Vienna was abolished as a separate province.

All executive power was taken over by Pfrimer, to be assisted by a new Cabinet and new provincial Governors, while he became Commander-in-Chief of the Army, and proclaimed martial law.

By noon of that Sunday the Heimwehr, it appears, had taken possession of the majority of the railway stations in northern Styria. Five hundred men had seized a pass between Styria and Upper Austria. The Heimwehr forces had also got into Upper Austria at other points.

But within twelve hours, the attempted *coup d'état* was squelched at the cost of three or more lives and about $250,000 in money. In all, twenty-one towns in Styria were seized during the uprising.

The adventure was ill-timed and badly started, according to Vienna dispatches, because at the critical moment the Heimwehr formations in all provinces except Upper Austria and Styria failed to link up. Government troops, police, and gendarmerie reached the various scenes of trouble soon enough to overawe the revolutionaries and convince them of the fruitlessness of their enterprise.

As soon as the Vienna Government had word of the threatened rising, we are told, it ordered the garrisons in Styria to stand by, while large contingents of Viennese, Carinthian, and Upper Austrian troops and police were rushed to Styria to suppress the revolt.

At Kapfemberg, the Heimwehr stormed the Social-Democratic party offices. But the gendarmes dislodged and dispersed the attackers, who in retiring opened fire with machine-guns, killing two workmen and wounding two others. One Heimwehr member, it is said, was wounded by his comrades.

A quarter of an hour after the skirmish at Kapfemberg, a Manchester *Guardian* correspondent from Vienna arrived in that town by motor-car. The Mayor took him to the workers' club, where there were many marks of revolver and rifle shots.

On the first floor, he was shown into a room where a worker had been killed when he went casually to the window. The floor was still covered with blood.

The door of the Mayor's home had been battered down earlier in the morning, and the Mayor was held prisoner for five hours.

But the putsch came to a sudden end at five o'clock, and arrest warrants were issued for the leaders of the coup, which is said to have been even more feebly organized than Hitler's famous beer-garden putsch in Munich eight years ago.

Some reports indicate that the police were all on the side of the rebels. But the following happening reveals how difficult it is to learn who's who and on which side in Austria.

One gendarme took part in the revolt as a Heimwehr soldier during his three hours' rest from duty. He went home and changed from his uniform to his Heimwehr clothes.

But when he thought the plot had failed, he made another change, took off his picturesque Heimwehr hat—"a gay affair with feathers and badges round the brim"—and went on duty the same afternoon wearing the green uniform of the police.

Dr. Walter Pfrimer is said to have had at his back a private Army that in the name of resistance to Socialist domination has long been threatening to overthrow the Austrian Government. His followers, sometimes called the Austrian Fascists, are "not only organized on the model of Hitler's powerful force in Germany," according to the London *Daily Telegraph*, but are in the closest relations with it.

It is hazarded that the failure of the projected Austro-German Customs Union to which all Austria was looking for relief in its economic troubles, may have precipitated the Pfrimer putsch. The movement is said, moreover, to have gained strength from the discontent born of economic disasters crowned three months ago by the Credit-Anstalt bank failure, which was the prelude to the German crisis and the British crisis.

Keystone photograph

A Twelve-Hour Dictator

The small-town lawyer, Dr. Walter Pfrimer, Austrian Heimwehr leader of the Fascist uprising, who started something he couldn't finish.

Strangely enough, Vienna press cables advise us, nobody in Austria believes that those responsible for the attempt at dictatorship will be punished. Pro-Heimwehr and Christian-Socialist Vienna journals at first joined with the general demand for imprisonment of the offenders. A few days later, however, they were bold enough to demand that the offenders receive amnesty. As a Vienna correspondent of the New York *Times* discovers:

"The infliction of severe punishments on the Heimwehr leaders arrested probably would break up the present Government.

"In any event, in just a few days, the putsch has been pushed into the background by the news that no controller is to be appointed by the League of Nations over Austria's finances."

The French press evinces concern over the Austrian Heimwehr. While giving credit to the Government at Vienna for suppressing the rising promptly, the Paris *Temps*, so-called voice of the French Foreign Office, declares that if the Austrian Government had been better informed, it would have been able to forestall it.

This famous daily is impressed by the urgency shown on the part of the Social Democratic leaders, that the putsch be immediately put down, lest the Austrian Schutzbund should rise up in its wrath to defend the Republic. The Schutzbund was wide-awake, we are told, but maintained self-control against all impulse to make reprisal on the Heimwehr.

If the Schutzbund had taken a hand, the *Temps* believes, a tragic civil conflict would have ensued, and it issues a warning against the policy that permits such an organization as the Heimwehr to keep going:

"The Heimwehr has trained and well-instructed troops. It has rifles and machine-guns. How is this possible in a country where armaments are strictly limited by treaties?"

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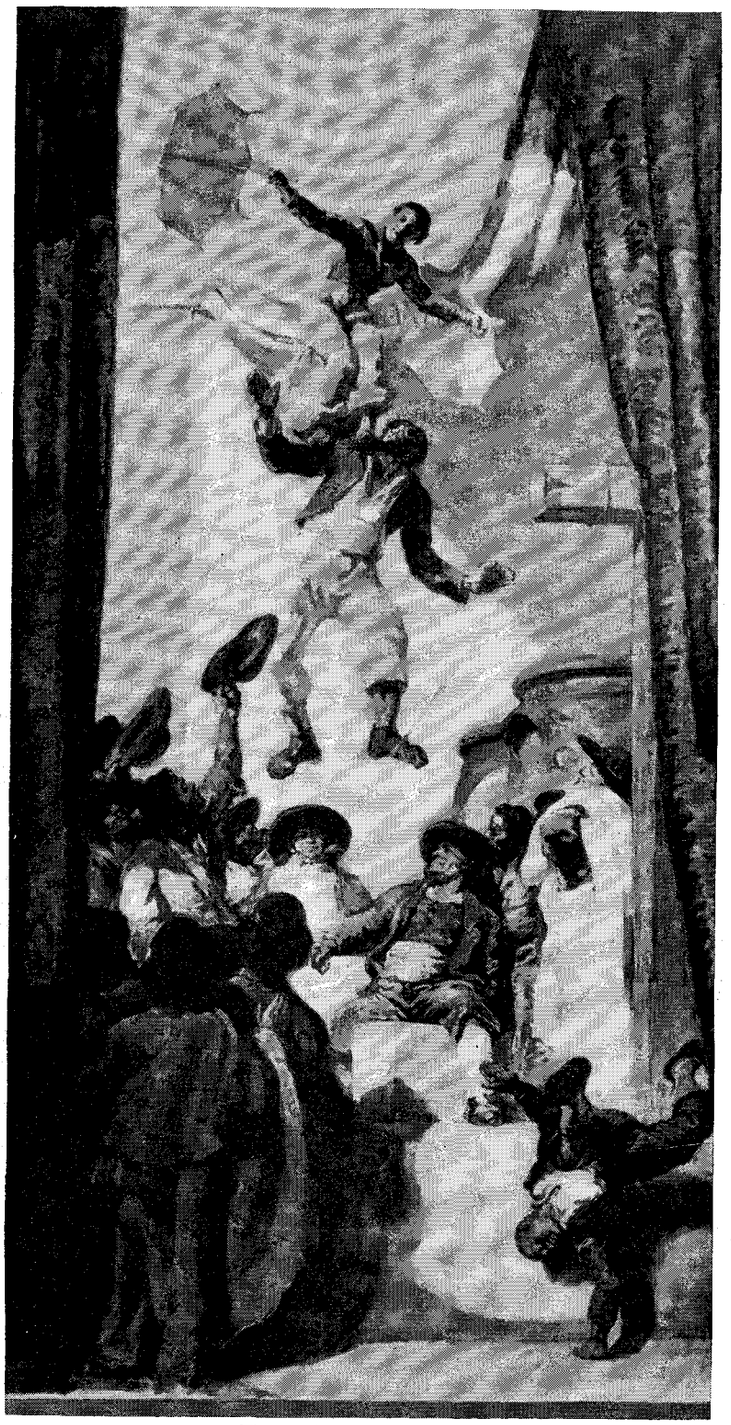
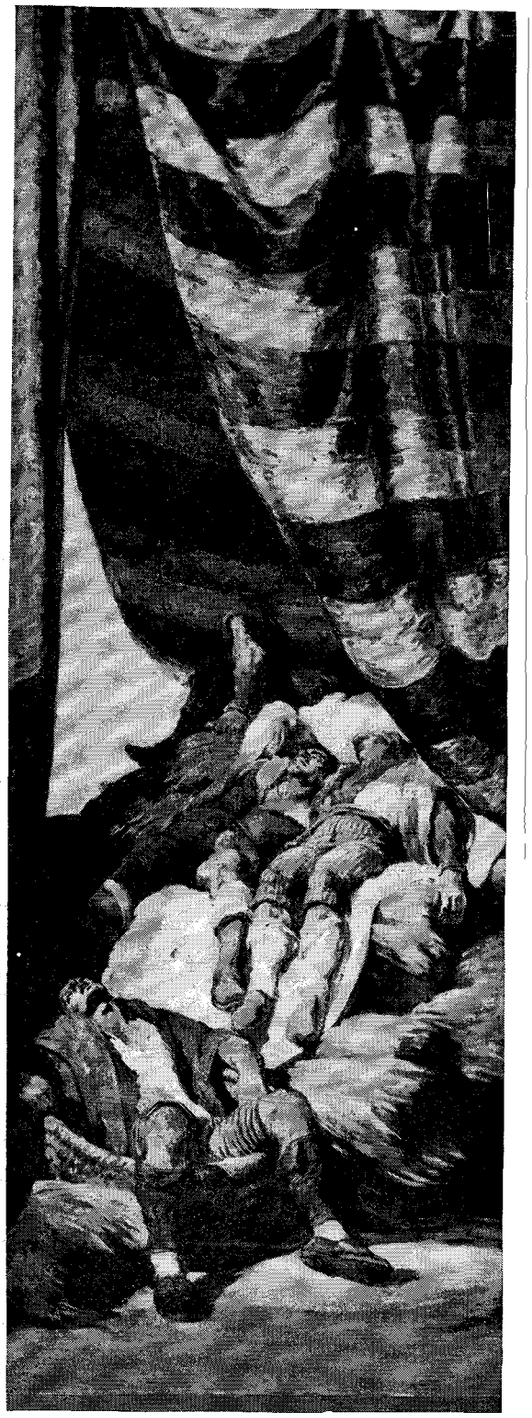
Don Quixote at the Waldorf-Astoria



The Tight-Rope Walker.



Very Tired.

Marriage Festivities in Don Quixote's Spain

A SPANISH MARRIAGE FEAST described in Cervantes's "Don Quixote," interpreted by the famous Spanish painter, Sert, will titillate the minds of less boisterous feasters in the new Waldorf-Astoria.

All around the walls are immense decorative panels depicting a story quite at variance with the behavior of sophisticated diners of to-day. Will good digestion wait on appetite?

Yet if we take the impression of Dorothy Dayton, reporter for the New York *Sun*, one thinks of "great platters of fowl done to a rich brown, and huge silver services, and open fires and voluptuous music."

What more could one ask to relieve days of depression?

José Maria Sert has produced fifteen panels, fourteen feet high, and varying in width from six to twenty-two feet.

To quote from Edward Alden Jewell's account in the New York *Times:*

"The Spanish artist selected an episode in Cervantes's 'Don Quixote de la Mancha'—the marriage of *Quiteria*, with its

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attendant orgy of entertainment. Journeying forward from the Castle of the Knight of the Green Coat, *Don Quixote* and *Sancho* were overtaken on the road by some students and farmers bound for the wedding, and, with promise of high exploits ahead, it took no great persuasion to induce the romantic *Don* to make that event also his destination.

"Riding along on *Rozinante*, the Knight of La Mancha gave ear to accounts of the festivities in store. Wealthy *Comacho*, the bridegroom, had spared no expense, it developed, to make this country wedding a triumph not soon to be forgotten.

"And while, on the morrow, the ceremony itself took a strange and highly dramatic turn according to *Comacho's* anticipation (for in truth he was cheated of his bride by the ruse of a clever tho impoverished rival to her hand), the program of popular entertainment, we may be sure, went through without a hitch.

"It is with aspects of this rural jollification that Señor Sert, the artist, chiefly concerns himself, and his dramatization of Cervantes's somewhat sketchy account suggests no little independent knowledge of old Spain's holiday moods and pastimes.

"In successive panels he shows us the 'strong men' performing their acrobatics; the tight-rope walkers, the charlatans, the musicians. These scenes, robust and hilarious, are pervaded by a spirit of contagious rustic enjoyment in which every participant, whether or not endowed with special talents, has his share.

"The antics are clumsy. An atmosphere of confusion is managed with so much skill that realism delights the eye and never oversteps the propriety of good picture building."

THE artist has "risen far above illustration in a specific sense," we are told, and "no one need have read 'Don Quixote' to draw from these paintings full measure of satisfaction." On the artistic side more follows:

"Wholly appropriate also is the scheme of color employed, approaching the monochromatic; claret reds that recede into rusty brown, blacks that are reticent, softening to the indefinable hue of shadows, all laid upon a background of silver that becomes itself interfused with the colored masses.

"Dull gold encases the windows and the ceiling is silver, diffusing light thrown upon it from a vast gridlike fixture of steel overlaid with silver."

The Cover

GEORGE WASHINGTON at fifteen is naturally a portrait of fancy.

But the artist, J. L. G. Ferris, who had so steeped himself in the history of the Father of His Country, can give us something that we may accept as nearing the truth.

All the accessories are to be depended upon.

Here follows Mr. Ferris's sketch of his subject, "The Call of the Sea, 1747":

"At this time, George Washington spent much time at Mount Vernon, his brother Lawrence's home.

"Lawrence's associations led him to believe that a naval career might offer a most favorable future to his brother.

"George was now fifteen, had the spirit of adventure strongly developed, and decided to enlist in the British Navy, and his mother could hardly resist Lawrence's appeals and George's wishes, but meanwhile, she had written her brother, Joseph Ball, a lawyer in London, for advice.

"Ball replied to the effect that it were better to put him apprentice to a tinker than to let him become a sailor; echoing Dr. Johnson's query, 'why a man would be a seaman, when he could get into a jail.' George's mother let out at once for Mount Vernon and added to Ball's letter her tears and entreaties.

"The *Bellona* frigate lay in the Potomac and George's sea chest was aboard, he was drest in his uniform, but his mother's tears prevailed and he gave up his commission.

"It is interesting to speculate as to what would have been the result had Washington entered the British Navy at this time. The Revolution would certainly have lacked his services, which would have materially altered the later course of events and probably changed the destiny of America.

"The writer does not agree with Mr. Woodward's opinion as exprest in his admirable book, that America would have won free from England without Washington, but feels that only his personal influence and miraculous patience could have kept the flame of patriotism from dying out altogether."

What's Happened to Poetry?

MR. H. L. MENCKEN SUSPECTS that "the poetry business has gone to pot."

Poets may retort it is not a business, and that even getting it published is more a public charity than a source of livelihood for the poet.

Mr. Mencken, in *The American Mercury* (October), does not concern himself with the selling business of the poets, but with their seeming inability "to make a crop," as he puts it.

Time was when they "did a brisk business"—again it's a business.

Fifteen or sixteen years ago "scarcely a month went by without a new one horning into it with great applause—Sandburg, Lindsay, Masters, Robinson, Frost, Amy Lowell, and so on."

Survivors of this group he finds "write very little, and that little makes no stir."

Robinson Jeffers and Hart Crane make some stir, but the latter he selects as representative of poetry's decline:

"Mr. Crane's dithyrambs are extremely difficult, not to say painful, to most consumers of poetry, and in consequence his following remains small. I offer a specimen from *The New Republic:*

> Ay! Scripture flee'th stone!
> Milk-bright, Thy chisel wind
> Rescindeth flesh from bone
> To quivering whittlings thinned—
> Swept, whistling straw!

"It is plain here that something is being said, but just what it is is not too clear. In the days when there were college yells, one got much the same effect from them.

"My belief is that the overwhelming majority of poetry fans prefer something more pellucid, and so I fear that the author has hard sledding ahead of him, despite his earnestness, industry, and patriotism.

"If a new Masters or Frost or Sandburg were to arise to-morrow, Crane would be knocked off the board. He is safe only so long as he doesn't have to compete with poets writing in plain English. Even so, he may be safe for a long while, for, as I have said, not many such poets are now in practise, and there is little sign that any new ones are hatching.

"Most of the stuff that makes the bottoms of the magazine pages is even more baffling than Mr. Crane's.

"Why poetry should thus go on the rocks is a somewhat mysterious matter, for the American people are naturally poetical, as Rotary and Kiwanis so brilliantly demonstrate. There has never been a time in their history when they were not ready to cherish and venerate poets.

"In the last heyday of the craft—say in 1915 or thereabout—they bought poetry so copiously that a new volume of it often outsold the latest pornographic novel.

"If sound goods were on the wharves to-day, they would buy again, even at the cost of missing payments on their radios. But nothing is offered that they can get their teeth into.

"They ask for something to make their hearts leap, and all they get is something that puzzles and scares them."

MR. MENCKEN looks upon present-day criticisms as responsible, in large part, for "this sad decay." Criticism, he thinks, has grown as obscure as poetry itself:

"Of late the criticism of poetry has come to be a special branch, with rules and postulates all its own. A flavor of the occult has got into it—even a flavor of the diabolical.

"One no longer hears that a given poem is either swell stuff or dreadful rubbish, as the case may be; instead, one has to settle down to an acroamatic and indelicate essay upon epistemology, commonly by a young critic who heard of it for the first time not later than the autumn of 1929.

"It is not enough for a poet to make it known in dulcet and thrilling terms that he is taken by his gal; he must also offer his reasons for saying that she exists, and define love in the mystical vocabulary of Plotinus.

"If he fails, then it goes as hard with him as it goes with an atheist in Mississippi."

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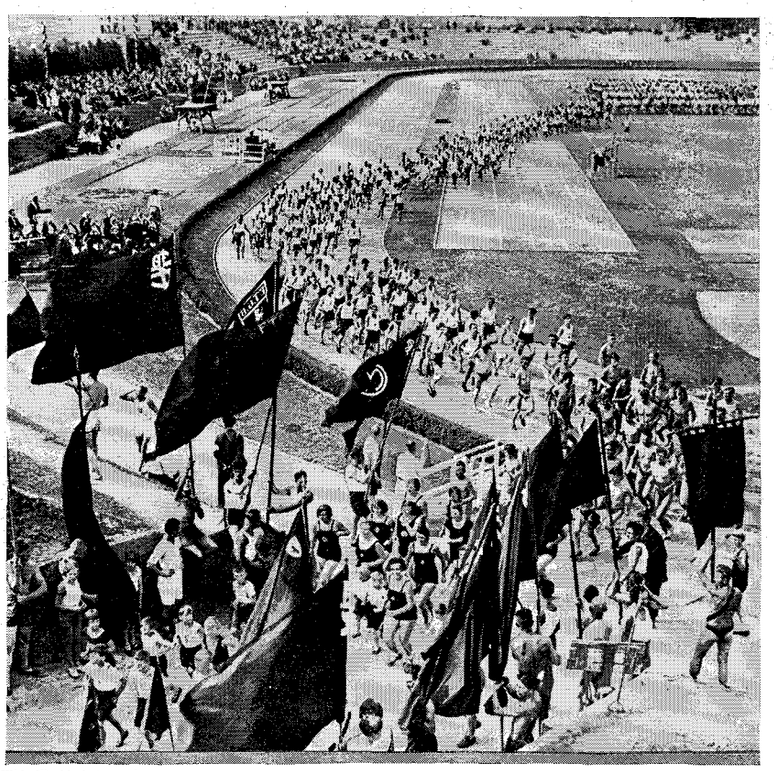
Pitiful Plight of German Youth

GERMAN YOUTH IS TERRIBLY PERPLEXED. What with the lack of authority, which disappeared when the Kaiser decamped, a divided Church and waning family life, the younger generation in Germany has been thrown back on its own.

It has substituted the discipline of youth clubs for the authority which was once vested in a brilliant uniform, and has found romance in sports and political organizations whose confused aims sometimes result in the murder of "wicked" Jews, Communists, or Hitlerites, as the case may be.



Wide World photograph

Only Sports to Satisfy Their Injured Pride

Lacking leadership in church, home, and State, says Emil Ludwig, German youth have turned to radical clubs and sports to fill their need for discipline, romance, and ambition. Here they are dedicating a new stadium in Berlin.

It is a sorry picture of the younger generation in Germany which Emil Ludwig, the eminent German historian and biographer, depicts in the New York *Times Magazine*. It is a younger generation at once passionate and idealistic and subject to all the vagaries of immature minds seeking to find a way out of the dilemma created by the war, with the older generation helpless to aid.

It is innocence paying the price of guilt.

WHAT the young Germans lack to-day, says Mr. Ludwig, is a definite authority which they can follow.

They have none in the new democracy, and radicalism, whether Communist or Fascist, has found them easy marks. "The result is a veritable battle for the hearts and ballots of the 9,000,000 young people between fourteen and twenty-one, 7,000,000 of whom are already earning their own livelihood. In addition, we have 11,000,000 young voters ranging in age from twenty-one to thirty years, so that to-day the youth of Germany comprises a third of the nation and half of the actual voting population." The mood of these young people, we read, "is the injured pride of the sons of defeated fathers."

Missing all the thrills of military conscription, they have formed youth clubs which are rigidly organized and disciplined, and sports teams, through which they can give vent to all the pride of race. "The fact that German sport teams have taken part in international tournaments gives proof of their passionate ambition to show the world what Germans can do."

But radicalism colors them all.

If it is of the Communist variety, there is the wish to prepare for a "last war," that against the exploiters. If it is of the Fascist variety, war is lauded as education to virility, and everything connected with the League of Nations or with reconciliation is labeled as cowardice.

Then, says Mr. Ludwig, there is the tragic division between the two branches of Christianity, "the feud that for four centuries has cost so much German life and spiritual energy":

"True, religious piety has declined greatly among the German youth, as everywhere, since the war. When recently 4,000 boys and girls were asked to write down their opinion of God, their answers made the ministers' hair stand on end.

"One boy wrote, 'I have been badly off since childhood; my father fell in battle, my mother is dead; how can I believe that there is a God?'

"A girl said, 'I think churches look very pretty in the country, but when I see one in Berlin it makes me laugh.'

"And some dozens of young bricklayers exprest their disbelief in the existence of God in language so vigorous that it can not be reproduced here."

IN addition, "the radicals of both wings lack thinkers and poets who might lead them; all those who produce significant literary or artistic works in Germany to-day stand on the side of international peace." This demand for leaders, says Mr. Ludwig, "represents a profound, historically significant revolution in the German spirit," and he concludes that "everything would seem ready for a dictatorship, which essentially would be better suited to the German character than to the Italian."

The confusion is all the greater, we read, because the two natural seats of authority, the Church and the family, have lost their power almost entirely:

"Since the children of middle-class families—whose sons formerly were permitted to study for years, whose daughters used to wait at home until their marriage—now have to support themselves by the time they are eighteen, they have become as brothers and sisters to their parents, engage in love affairs on their own responsibility, often marry early, divorce quickly and remarry, all without any deep feeling. A remarkable lucidity and coldness which deprive our modern youth of the most precious ecstasies have done away with all amazement, and introduced public discussion of the most delicate subjects.

"One is thunderstruck at the objectivity with which young girls in their clubs or journals discuss problems whose charm lies in their cloak of silence. These girls are proud of that objectivity, and write actual volumes in which they set forth that they no longer need books."

OPPOSED to this coldness, the writer tells us, is the tendency to romanticism, which finds its outlet in self-sacrifice and loyalty to a common cause. Never before, we are told, has German youth had so much esprit de corps as now. This has become evident through the so-called vehmic murders, or executions following secret trials of offenders. As the writer describes it:

"A romantic circle is formed for the purpose of destroying

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the wicked Communists or the wicked Jews or the wicked Hitlerites; the State, the story goes, is too weak to take care of this—we must do it ourselves. Thereupon solemn vows are exchanged, lists are drawn up of opposing party leaders marked out for death, and groups numbering about a hundred feel strong enough to break the Versailles pact.

"When a member of such a group then gives away the secret, warning the victim, or advising the police, his comrades show no mercy, but kill him at once—and in a way we can sympathize with his murderers when they feel themselves to be heroes.

"The business becomes disgusting only when these young condottieri turn out to be decadent analysts and, like one of Rathenau's assassins, describe in 500 pages, for the sum of five marks, the motives that impelled their deed. Since even our murderers have taken up autobiographic writing, public interest has once more turned in the direction of their victims."

THUS it is seen that Germany's youth, which feels that its sense of honor has been affronted, wants to shake off the heritage of its fathers, and the writer concludes:

"Love having lost its romance, the State its power of conferring showy gifts, art its attraction, only sports remaining to feed the ambition of youth, the young people of Germany would grow more calm and prudent even to-day if the world would restore to them the feeling of complete equality which their quite innocent generation may demand from even the bitterest foe of yesterday.

"Even to-day the finest German still is romantic by nature, as his poetry and music tell us, and even to-day he will accept payment in intangible values if they are accompanied by a cordial clasp of the hand."

Depression in the Pulpit

A FEW YEARS AGO THE CHURCH was crying for more ministers, but now, because of economic necessity, the cry is in the other quarter.

The Ohio Conference of the Methodist Episcopal Church has decisively discouraged recruits to the pulpit by refusing to admit for one year any new ministers on trial.

"This," notes the Columbus *Ohio State Journal*, "is a radical and important decision. Because of the self-sacrifice involved, the limited financial rewards, and the dedication of life to only the highest of ideals which it demands, the ministry does not make any too great an appeal to young men of this material age as it is. And for further discouragement to be given those who, after proper deliberation and grave soul-searching, have decided that in spite of its discipline the ministry offers the only satisfactory life, the decision may react to the detriment of the Church."

The action, notes the Columbus paper, was forced chiefly by economic conditions. Yet—

"It seems a tragedy that because of worldly influences spiritual activity should suffer.

"Leadership and guidance of this kind are needed more sorely to-day than in many years past. There is unending work for the young men who want to come into the ministry.

"The world is far from being saved from its sins. Ohio can hope that the new rule will not remain in force longer than a year, and that some provision can be made to accommodate all in the future who answer the call of the church. The world needs them."

The Students' Search for God

"DON'T START TALKING ABOUT SALVATION. "We don't know what it means, and we don't believe it anyway."

But if the college boy really meant what he said, his apparently shocking statement isn't generally true of the large body of campus youth.

We have been treated, in recent years, to some rather terrible pictures of modern youth jazzing its way to perdition. But, more lately, a halt has come to all that. This modern generation has been found to be no worse than any other; indeed, some authorities declare it to be morally sturdier than the generation in which they had their fling.

No Signs Here of Gin and Jazz

For this is a scene in the library of Barnes Hall, which is the headquarters at Cornell University of an interfaith fellowship of Protestants, Catholics, and Jews.

A recent visitor to nearly one hundred colleges and universities, T. T. Brumbaugh, finds that, despite much indifference and abysmal ignorance, there are signs that the younger set is considerably interested in where it is going from here.

"The world of science, and with it the college campus," he writes in *Zion's Herald* (Methodist), "has become suddenly religious; not violently so, nor yet in any orthodox sense, to be sure, but in the search for meaning and purpose in life."

EVIDENCE of this is found in almost every one of the State and other non-sectarian campuses visited, where the writer found at least the beginnings of a religious council in which were represented all the religious organizations active among students and faculty. Of these, we read:

"The University of Pennsylvania experiment is perhaps the oldest and best known in this field, with its identification of all the Protestant student religious workers in one Christian Association, which is neither Y. M. C. A. nor Y. W. C. A., nor modeled after either.

"Cornell University has a similar interfaith fellowship, with Barnes Hall on the campus as headquarters for not only the Protestants but the Jews and Catholics as well.

"The University of California at Los Angeles has an even closer integration of the active religious life of the school, and on the old campus the headquarters of the federation was Newman Hall, formerly operated exclusively by the Catholics, but later shared by them with all the other religious bodies.

"At Michigan State College in East Lansing, not only have the religious interests merged, but a great community church beside the campus serves the needs of the entire student body,

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the Y. M. and Y. W. C. A. secretaries being assistants to the pastor, who for years has been the selection of all the cooperating denominations.

"At one of the greatest universities on our Pacific coast it was learned that a quarter-million dollars is already in hand to invest in a school of religion in which all the churches are to be urged to participate.

"At the University of Idaho I found conferences in process on the possibility of an interdenominational Council of Religion, to which the university administration was giving its hearty assent.

"At Purdue University I attended the first lecture in a series given on university premises under the auspices of a new and similar Religious Council, this lecture being by a Catholic professor from Loyola University (Chicago) on 'God as I Understand Him.'

"At the universities of Illinois, Kansas, and Missouri successful experiments have been made in establishing near the campuses schools of religion, for whose courses college credit is given.

"At the University of Iowa these are given under interdenominational auspices in university classrooms, and at Colorado University the administration actually pays the salary of the instructor, who cooperates with the various religious organizations."

SURFACE appearances of respectability are not enough for the student of to-day. The only honest reason for interest in religion in their minds, says the writer, "is 'to visit the fatherless and widows in their affliction, and to keep oneself unspotted from the world'—a concern none too strongly felt in the religious history of the past few generations." Product of a highly socialized age, the modern student "insists that religion shall concern itself with the problems of righteousness and justice in the economic, political, and social order about it." And the writer concludes:

"In all these regards one feels convinced that the modern, scientific, youthful generation is closer in spirit to the Old Testament prophets and to the historic Jesus than to apostles and saints of the traditionalized Christian Church—a fact that the Church now must take largely into account if the students of to-day and to-morrow are to be in any sense Christian."

Ave Crux, Spes Unica!

By Edward Shillito

MORE than two crosses stand on either side
The Cross to-day on more than one dark hill;
More than three hours a myriad men have cried,
And they are crying still.

Before Him now no mocking faces pass;
Heavy on all who built the cross it lies;
Pilate is hanging there, and Caiaphas,
Judas without his price.

Men scourge each other with their stinging whips;
To crosses high they nail, and they are nailed;
More than one dying man with parched lips,
My God! My God! has wailed.

Enlarged is Golgotha. But One alone
His healing shadow over all can fling;
One King Divine has made His Cross a Throne.
"Remember us, O King!"

—*The New Outlook, Toronto.*

In England, Too

IT is ridiculous for the middle-aged to publish their views on youth, says Canon T. Guy Rogers, a chaplain to King George V. He would "let the youth of all countries speak for themselves. They are quite capable of doing so—but they themselves are too kind to criticize their elders, and, mind you, I do not say their betters."

Canon Rogers is in this country as a guest preacher against war. His right to speak for peace is vouched for in that he served in the World War and wears a decoration for rescuing wounded in No Man's Land.

Describing youth in England, as he is quoted in the New York *Herald Tribune*, Canon Rogers remarks that they do not stick to denominations as did their elders, "but they display a deeply religious sense. Why, even the workers," he says, "are deeply religious, and if at present they do not stick to one denomination, perhaps it is just as well. For frequently I have noted that adherence to a denomination breeds fanatics."

Home Still in Fashion

THERE'S NO PLACE LIKE HOME, after all.

The old tradition puts some modern notions to rout, and disciples of the so-called new freedom will be disappointed. But they must confront the psychiatrists, who have established that in the United States and England 60 per cent. of all juvenile delinquents show emotional conflicts caused by home conditions.

Take the word of Dr. Leon W. Goldrich for it. He is director of New York City's newly established Bureau of Child Guidance of the Board of Education.

The indifference of parents to their children, quarreling by parents, lack of loving care, or the death of one or both parents, he recently told 2,000 school principals in New York, are the factors causing delinquency. Quoting the American psychologists Healy and Bonner and the Englishman Burt, we read in the New York *Times*, he added that "mental defect and mental disease, two different things, are not responsible for even a fair average per cent. of juvenile delinquency."

Dr. Goldrich urged the teachers to cooperate with psychiatrists, psychologists, and psychiatric social workers in eradicating all forms of maladjustment, and particularly those caused by the inferiority complex.

"Unless," he said, "the psychologists and psychiatrists and social workers possess more than cold-blooded science, unless they possess insight, sympathy, love, affection, and interest in the children, I would say right now that their cold science must spell failure."

IT has been demonstrated, comments *The Times*, that any home, even one of contention and unkindness, is better for the child than no home at all. "It is a doctrine which until recently demanded exceptional courage to maintain. An age devoted to self-expression and freedom preferred to think of the harm done by tabus and fixations, and to overlook the good done by fathers who provided food and shelter and mothers who provided care."

We are now emerging from this revolt against the home, continues *The Times*. "People are beginning to say generally in print what the social workers and the officials of the juvenile courts have been saying all the time. . . . It is the home that counts."

Modern speculations on its future, it is noted, "regularly decide that the home will survive, albeit in a changed form":

"But that new form, to tell the truth, is often hard to identify as a home.

"It is apparently a place where husband and wife are absent most of the time, and the child virtually all of the time; a state of things based on the doctrine that the less mothers have to do with the children, the better for the young generation.

"This doctrine, as we now see, is vanishing. Scientists are beginning to emphasize the importance of loving care—the very thing recently abominated as the source of so many complexes.

"The home with a mother and child in it is coming back into fashion. Its revival will be helped by the fact that it is as consistent with the new social ethics as with the old personal ethics."

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Illustrated below is the La Salle 5-passenger Coupe. This distinctive model, with body by Fisher, is priced at $2295, f. o. b. Detroit—with slight additional cost for special equipment.

The unshakeable loyalty which the La Salle owner feels for his car is one of the happiest entries in Cadillac's thirty-year record of business. In fact, it is doubtful if *any* commodity—regardless of the type of service it renders—has won the approval of its owners more completely than the La Salle V-8. Almost without exception, those who own and drive La Salles are satisfied to the point of prejudice. Surely, there could be no better guide-post for today's motor car buyer. La Salle V-8 prices range from $2195, f. o. b. Detroit.

LA SALLE V-8

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Strange Kinds of Lightning

IF ANY READER SEES A STRING of luminous pearls in the sky, flashes of lightning that spin around like pinwheels, or a herd of cattle sporting balls of fire on their horns, it is not necessary for him to doubt his own sanity.

A better plan is to report the spectacle to the Weather Bureau.

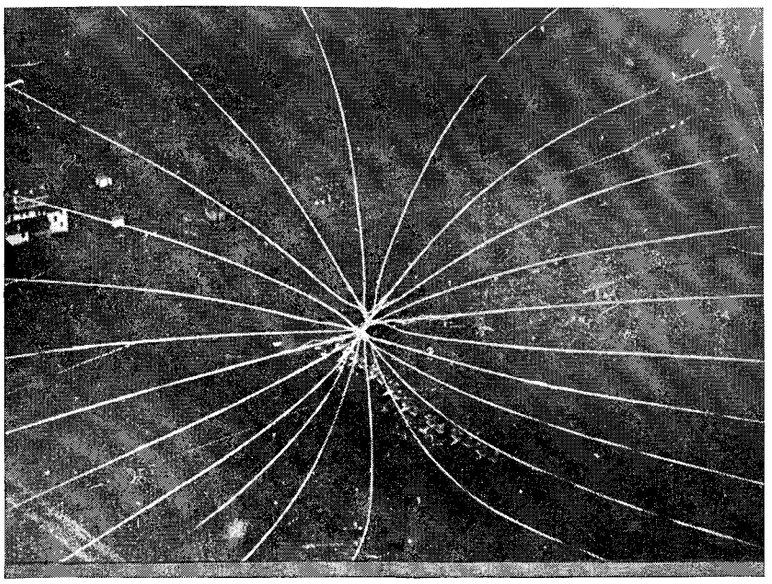
For not all kinds of lightning are in the text-books, remarks Charles Fitzhugh Talman in the New York *Times*.

Some of the oddest have not yet even been explained, and some, perhaps, should not be called lightning at all, tho they are doubtless electrical.

Mr. Talman begins with an account of an exceptionally weird electrical display reported by Dr. Walter Knoche, for many years director of the weather service of Chile. We read:

"He was traveling by steamboat down the Rio Paraguay in South America, on October 3, 1927. A severe drought had prevailed in the surrounding country for months. At 7 o'clock in the evening—tho no rain fell—a tremendous electrical storm began.

"'It did not approach,' writes Dr. Knoche in the *Meteorologische Zeitschrift*, 'but was instantly there—and it was there as far as the eye could reach, to north, south, west, and east, and overhead. It would have been impossible to count even approximately the number of the lightning flashes.' Many of these were in the form of streak lightning, but were reddish or yellowish. Almost equally numerous were the flashes of dazzling white 'beaded' lightning—a phenomenon resembling a string of glowing pearls in the sky. Such lightning is, so far as anybody knows, extremely rare, and the occurrence of more than one or two examples of it in a single storm is almost unheard of.



International

A Flash of Lightning Photographed from an airplane

"Dr. Knoche tells also of gorgeous glows of sheet lightning along the borders of the clouds and of various phenomena that can not readily be classified, including curious, rapidly moving, orange-colored discharges, which he says resembled cylindrical masses of glowing gas; flashes that revolved like pinwheels; and, at one period of the storm, hundreds of luminous arcs crowded together near the zenith, so dazzling that he had to close his eyes.

"Perhaps the strangest feature of this exhibition was that it went on for hours without thunder. Thunder began abruptly in the early morning, and then became a continuous roll. The storm ended—or the steamer passed out of it—about 8 o'clock, having lasted thirteen hours.

"The same meteorologist has published accounts of equally marvelous electrical exhibitions in another part of South America—the spectacular glows and beams seen on summer evenings along the crest of the Andes as viewed from Santiago and places along the west coast, as well as from vessels on the Pacific.

"The mountains seem to act as gigantic lightning-rods, giving rise to more or less continuous diffused discharges between themselves and the clouds, with intermittent outbursts simulating the beams of a great search-light.

"Displays of similar character have been reported from mountainous regions in other parts of the world, including the Alps. Science has, as yet, little to say about this phenomenon, which is still ignored in most books on meteorology."

Beaded lightning was first described by the French physicist, Gaston Planté, who observed it over Paris in 1876. Certain alleged photographs of such lightning, Mr. Talman tells us, have turned out to be pictures of alternating-current electric lamps photographed with a moving camera. There is no doubt, however, that the "beaded" variety actually occurs. He goes on:

"Lightning that shoots up from the horizon at the apparent speed of a sky-rocket, or occasionally travels horizontally from the edge of a cloud at the same deliberate pace, has been reported several times during the last two centuries, but it remains one of the great rarities. A case was observed on August 18, 1927, from the British steamship *Inkum*, in the Bahamas. Similar lightning was seen near Calcutta one evening in July, 1903.

"Some of the most bizarre manifestations of lightning are those that flash in the column of smoke and vapor from the crater of an active volcano. The marvelous electrical displays that attended the eruption of Pelée, in 1902, are described in George Kennan's dramatic story of that outbreak. The streaks of lightning terminated in star-like outbursts, and each flash was accompanied by a booming detonation. Probably the true explanation is that the discharges passed through and volatilized flying chunks of rock in the midst of the smoke cloud.

"No phenomenon is more suggestive of fairy-tales than the one that science has called 'ball lightning' for nearly a century. If the term 'lightning' can be stretched far enough to include this, it ought also to include St. Elmo's fire, to which ball lightning is perhaps closely related.

"The appearance of luminous balls traveling through the air or moving over the surface of terrestrial objects during thundery weather has been recorded for ages, and tho this phenomenon is certainly not common, it can hardly be described as excessively rare.

"The mysterious balls vary considerably in size, color, rate of movement, and other characteristics. They occur indoors as well as in the open air; some leave no trace of their passage, while others are very destructive, some disappear silently, others with a deafening explosion."

IN a considerable number of reported cases of ball lightning, Mr. Talman thinks that the object described as a fiery ball was actually a brush discharge of electricity from some particle of matter falling or floating in the air or from the fixt surface on which the supposed ball was seen. He explains:

"The natural brush discharge is best known as a small tuft of light issuing from the tip of some elevated object, such as a ship's mast, a church spire, or a lightning-rod. In its simpler manifestations, the phenomenon is usually called St. Elmo's fire, or corposants, and has been familiar to mankind from antiquity.

"During dust-storms and sand-storms in the western United States it is not uncommon for insulated metal objects to become so strongly charged with electricity that they give off brush discharges, which are visible at night. Observers report herds of cattle with 'balls of fire' on their horns, and the barbs of wire fences ablaze with electric discharges. During one of these storms, in western Kansas, sparks two or three inches long were drawn from a wire running to a windmill, and a prairie fire, it was thought, was started by sparks at the break of a fence wire."

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Two-Story Traffic

DIVISION of a street into an upper and a lower level, to relieve congestion, has been tried for short distances both in New York and Chicago.

But New York will shortly have a second-story street four and one-half miles long.

Will it be worth sixteen millions—which is the approximate cost?

The matter is discust editorially in *The Engineering News-Record* (New York) as follows:

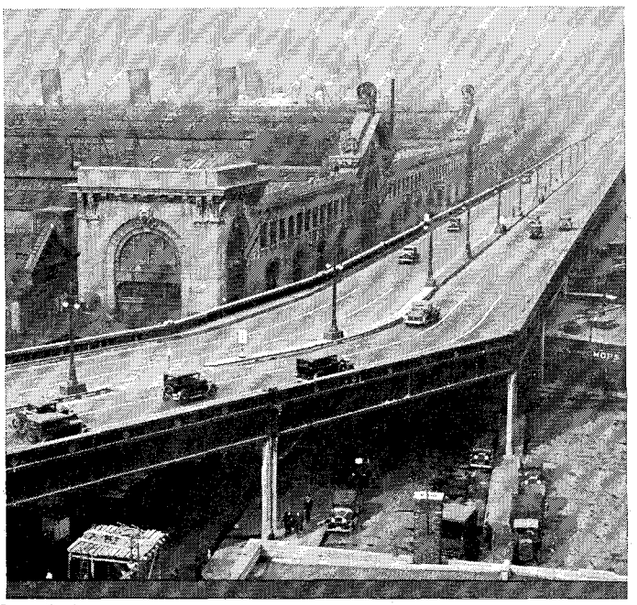
"Award of a contract for the third of four sections in New York City's elevated vehicular roadway along the west side of Manhattan Island gives assurance that before long the city will be using a high-speed traffic artery for passenger vehicles which passes over the highly congested midtown section.

"Traffic experts are watching the experiment with considerable interest, for the project has aroused, since its inception, both commendation and criticism. Results secured with the lower third of the highway, which has been in service for almost a year, give a preliminary forecast of its usefulness.

"Traffic along the roadway is expedited—motorists report a trip of from three to five minutes in place of the former requirement of ten to twenty minutes or more, depending upon the time of day.

"With the completion of the entire length of four and one-half miles the saving in time will be even more impressive.

"Accidents on the highway itself have been almost non-existent. Whether the saving in time for a limited class of vehicles justifies the total cost of $16,000,000 is a matter still in dispute, but the popularity with the motoring public of even the short section now in use can not be denied."



International

Millions Spent to Save Minutes

Is it worth its cost? New York's elevated motor highway.

How Garage Gas Kills the Brain

RUIN worked in the brain when one breathes poisonous carbon monoxid has been studied by Dr. John Chornyak and Dr. R. R. Sayers of the U. S. Public Health Service.

This is the gas sometimes called "garage poison," because it exists in the exhaust gases of automobiles, and kills each year hundreds of people who stay in small, unventilated garages with an automobile engine running. Says Dr. E. E. Free in his *Week's Science* (New York):

"Victims of the poison merely lose consciousness and die, without any kind of warning.

"The studies of Dr. Chornyak and Dr. Sayers, reported in a recent announcement of the Service, show why this is true. Examining under the microscope the brains of four dogs, each killed by breathing for less than a half hour a small percentage of this poison gas in the air, the Service's experts found the nerve-cells of some of the most vital parts of the brain almost completely destroyed. Some of the cells had burst and were partly liquefied; others were shrunken and distorted almost as tho cooked. Blood-vessels in the poisoned brains were found to be swollen and clogged with stagnant red-blood corpuscles, as tho the body had been trying to rush larger supplies of life-giving oxygen to the damaged brain-cells before the deadly work of the poison had gone too far.

"The effects of the poison were found, also, to be greatest in just those parts of the brain which are most necessary to existence; including the thinking centers of the upper part of the brain and the even more important centers in the lower brain which control unconscious vital activities like the action of the heart and the contractions of the arteries."

Bottled Light and Heat

LIQUEFIED PETROLEUM GASES, of which propane and butane have the greatest commercial importance, form the basis of a rapidly growing industry, we are told by *The Industrial Bulletin* (Cambridge, Mass.). Sales have increased from less than 500,000 gallons in 1926 to 18,000,000 in 1930. This comparative newcomer seems assured of a secure position among commercial fuels. We read:

"Propane and butane occur in the intermediate zone between the so-called permanent gases and the liquids in the paraffin series of hydrocarbons. Their chief source is as a by-product of the manufacture of gasoline from natural gas, altho substantial quantities are also produced as refinery gases. Propane and butane have heating values five times as great as ordinary city gas. They are non-poisonous; their explosive ranges are comparatively narrow; and they are non-corrosive.

"At normal temperatures and increased pressures they may be liquefied. When the pressure is released they again become gaseous. These fuels may thus be transported, handled and stored as liquids in tank cars, cylinders, tank wagons, barge tankers, and pipe lines, altho utilized as vapor in standard gas-burning equipment in homes, dining-cars, aircraft, and industrial plants. The chief use until recently has been to make the advantages of gas available beyond gas mains, on farms, in summer resorts and isolated communities.

"Propane is generally sold in cylinders as 'bottled gas' for domestic use. Butane is usually mixed with air, and is finding its largest use in city mains or industrial plants. It is well fitted for communities where the load is too small to warrant the installation of ordinary gas-making equipment. No unusual safety measures are necessary. Some sixty such installations are already in operation, and 50 more are under construction.

"Some members of the manufactured gas industry consider liquefied petroleum gases a dangerous competitor. Others see in them a powerful ally in the contest with electricity. Small-town distribution systems are being given a new lease on life through the substitution of butane-air plants for unprofitable water-gas plants. In sparsely settled suburban areas, the use of gas can be introduced and loads can be developed up to the volume which would justify the extension of gas mains. Small city gas plants are using liquefied petroleum gases as an auxiliary fuel for peak-load periods and for enrichment in certain local areas.

"One of the most important of the factors which share the credit for this rapid development is the improvement in the technique of fractionation. It was formerly the practise to remove the greater portion of the more volatile fractions from natural gasoline by evaporation, which generally carried off a valuable portion of the desirable fractions. There is now a potential supply of at least 13,000,000 gallons per day of liquefied petroleum gases from the natural-gasoline industry, as estimated by Mr. G. G. Oberfell in a paper presented before the recent meeting of the Natural Gasoline Association of America, at Tulsa. A large portion of this is not immediately available, due to the small size of most natural-gasoline plants, and the fact that they were so designed as not to be adaptable to this new development. It has been estimated, however, that about 750,000 gallons daily are immediately available. Cylinders of 40 up to 100-pound capacity and 10,000-gallon tank cars are used in distribution.

"Altho large companies have been active in developing and encouraging new uses for the liquefied gases, only the surface has been scratched. Perhaps the largest factor in the future of the industry will be the ability of the manufacturers to develop a demand which will allow operations on a large-scale, efficient, and profitable basis. Competition is keen at present, and price-cutting indicates overdevelopment in certain localities."

(*Department continued on page 28*)

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. . . YOU GET REAL MOTORING COMFORT WITH LOW PRICE

. . . *Costing only a little more than the lowest-priced cars, Pontiac gives you riding comfort.*

Pontiac's seat cushions have more than just softness and form-fitting depth. . . . They rest on springs of the "tied down" type which furniture makers put into fine chairs.

The hydraulic shock absorbers, instead of working independently, are designed to soften and equalize spring action.

Built into Pontiac at 43 important points are thick rubber pads—they take up vibration that escapes springs and shock absorbers.

The Fisher body is tightly insulated against *heat, cold and dampness*. . . . The driver's seat adjusts to the position most comfortable for you. . . . There is indirect ventilation . . . a non-glare windshield . . . a "smoked" rear-vision mirror.

And out on the road you learn that Pontiac has weight and balance for secure steadiness—steers at a light touch—brakes easily and positively.

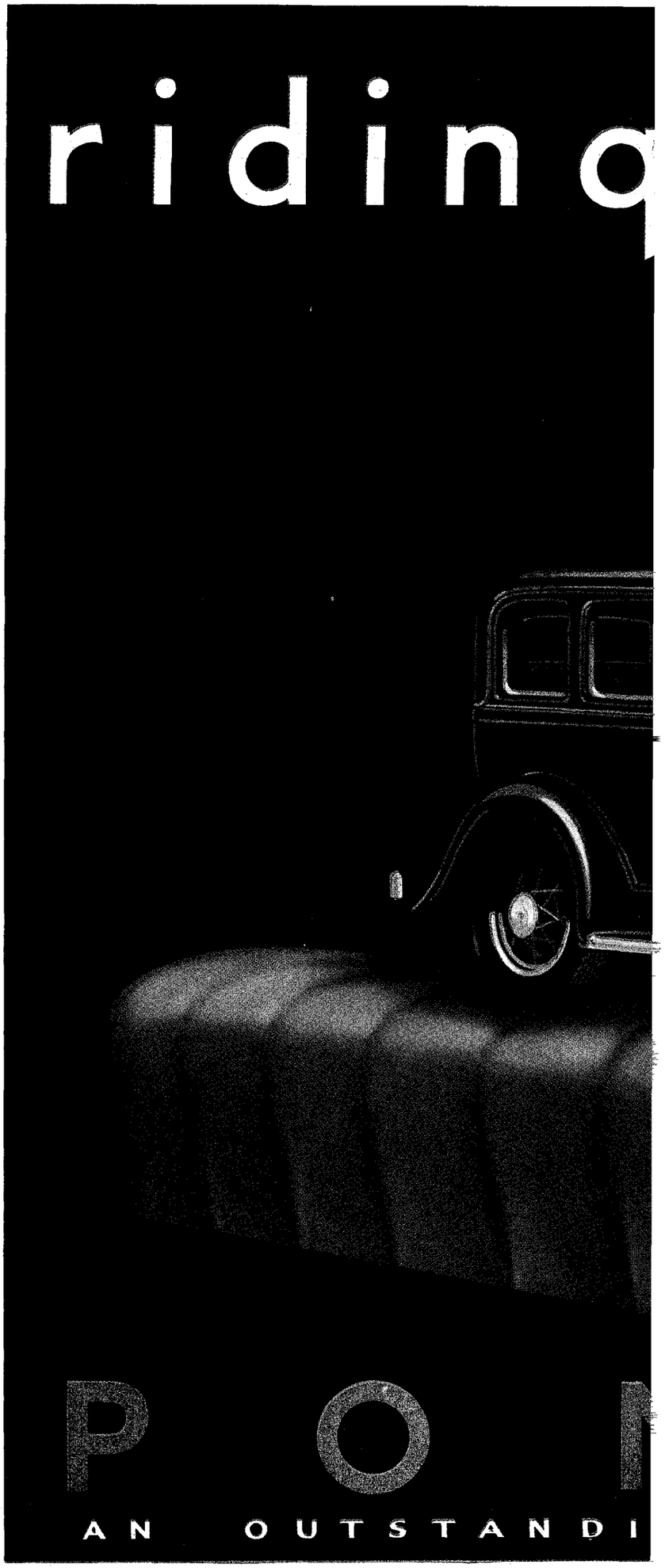
BEAUTY, TOO

Built low to the ground and ample in length, Pontiac has the sweeping lines you want today. The deep "V" radiator with its chrome screen makes the front view distinctive. Heavy single-bar bumpers add a lot—as do tailored splash aprons and neat built-in fender lamps. Fine whipcord or mohair upholstery gives the interior genuine quality. Fittings and finish are impressive.

* * *

Drive this smart car with its powerful, dependable engine—learn its low fuel consumption—feel the unusual comfort. Pontiac is indeed an outstanding value. And the value is still greater when you consider that Pontiac's price, *delivered* to you, includes complete factory equipment—front and rear bumpers, hydraulic shock absorbers, five wire wheels, and extra tire, tube and tire lock. Remember, too, that if you wish to purchase on time, you have the advantage of G. M. A. C. convenient terms.

OAKLAND 8—PONTIAC 6
TWO FINE CARS



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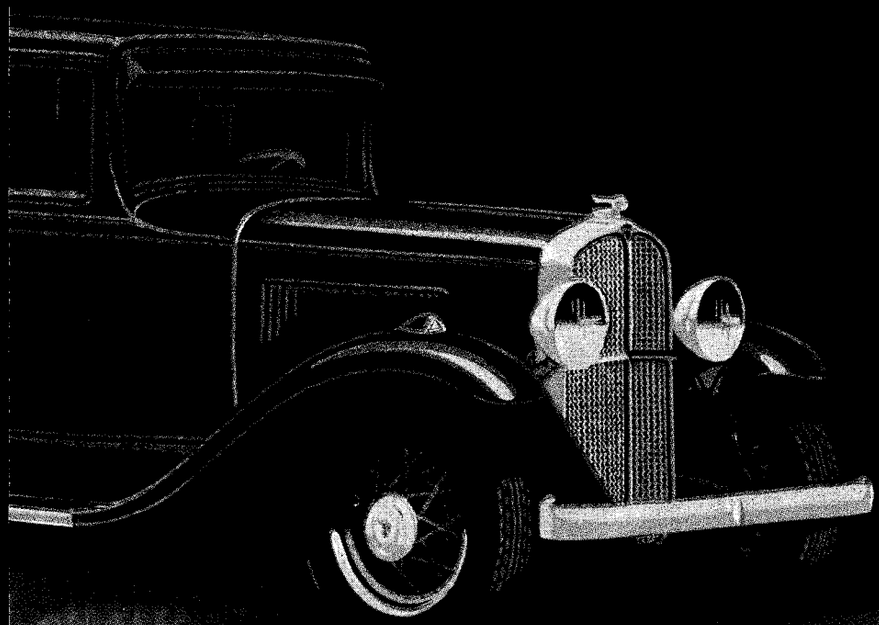
comfort



PONTIAC

GENERAL MOTORS VALUE

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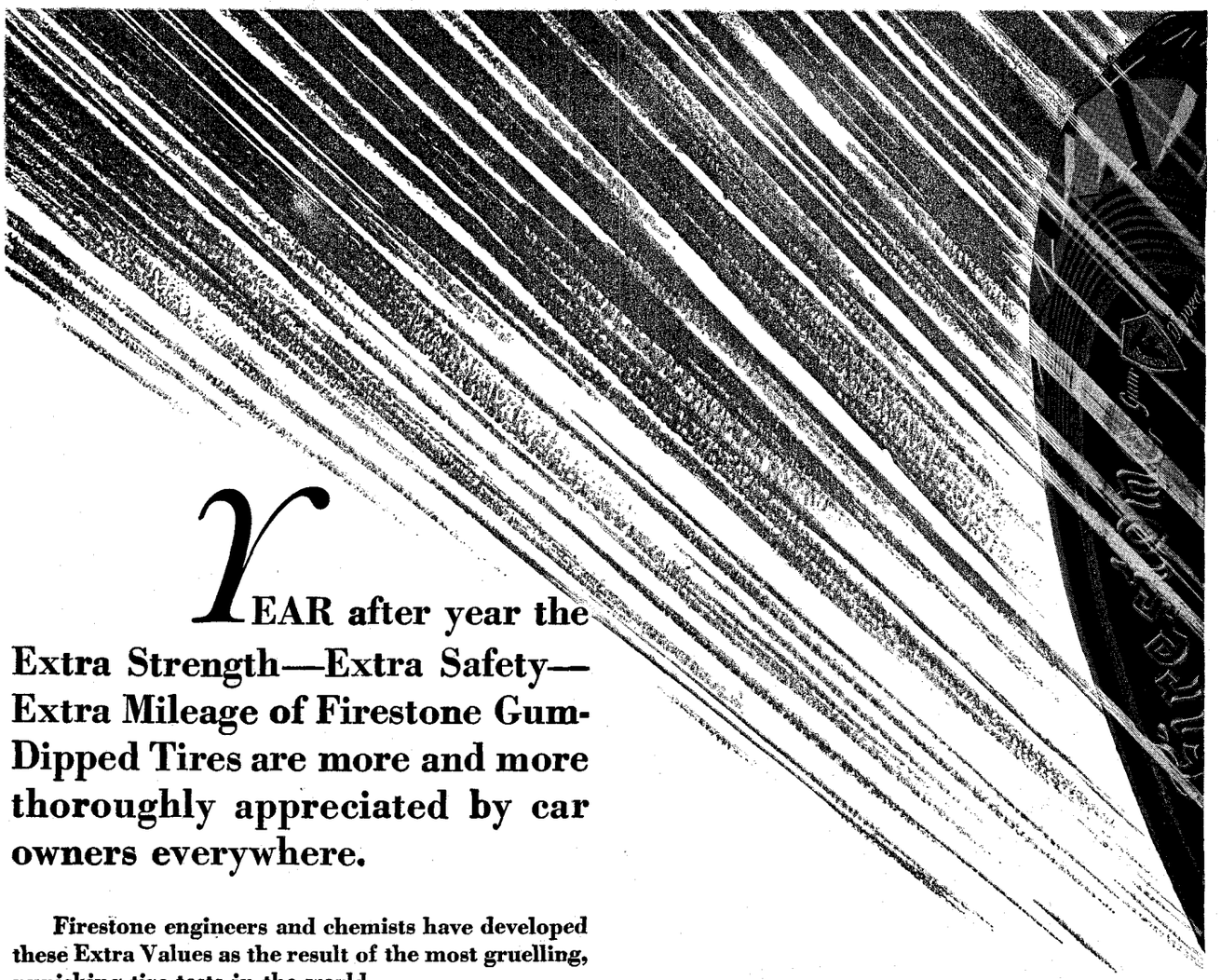

YEAR after year the Extra Strength—Extra Safety—Extra Mileage of Firestone Gum-Dipped Tires are more and more thoroughly appreciated by car owners everywhere.

Firestone engineers and chemists have developed these Extra Values as the result of the most gruelling, punishing tire tests in the world.

At Indianapolis, May 30, 1931, forty of the world's most famous and daring race drivers started in the annual 500-mile endurance race, and every driver chose Firestone Gum-Dipped Balloons — every tire was bought and paid for.

During this tortuous grind these cars traveled 44,921 tire miles, at an average speed of over 90 miles per hour — at times as high as 140 — without a blow-out, without a puncture.

The pace set by the leaders was so fast and furious that twenty-four of the starters dropped out before the close of the race.

Louis Schneider won the race at a speed of 96.629 miles per hour. This is the twelfth consecutive year that Firestone Gum-Dipped Tires have been on the winning car.

Out of this laboratory of torturing service—under most gruelling conditions — Firestone has developed — for car owners — tires that hold All World Records on Road and Track for Safety, Mileage, Speed, and Endurance. These Extra Values in Firestone Tires are not duplicated anywhere at any price —

Gum-Dipping — The patented processes which penetrates every cord and coats every fibre with pure liquid rubber, guarding against destructive internal friction and heat and giving 58% longer flexing life to every cord —

Double Cord Breaker — Which provides two extra plies of cord under the tread, giving 56% stronger bond between tread and cord body and 26% greater protection against punctures and blowouts —

The Non-Skid Tread — is scientifically compounded and designed, with extra thick, tough, safety tread, giving 25% longer non-skid safety and wear —

Which Gives You — 25% to 40% longer tire life.

For the most assuring protection for yourself and family, go to the Firestone Service Dealer in your community TODAY — and equip your car with a set of Firestone Gum-Dipped Balloons. The Firestone Dealer will Save You Money and Serve You Better.

Firestone

MOST MILES PER DOLLAR

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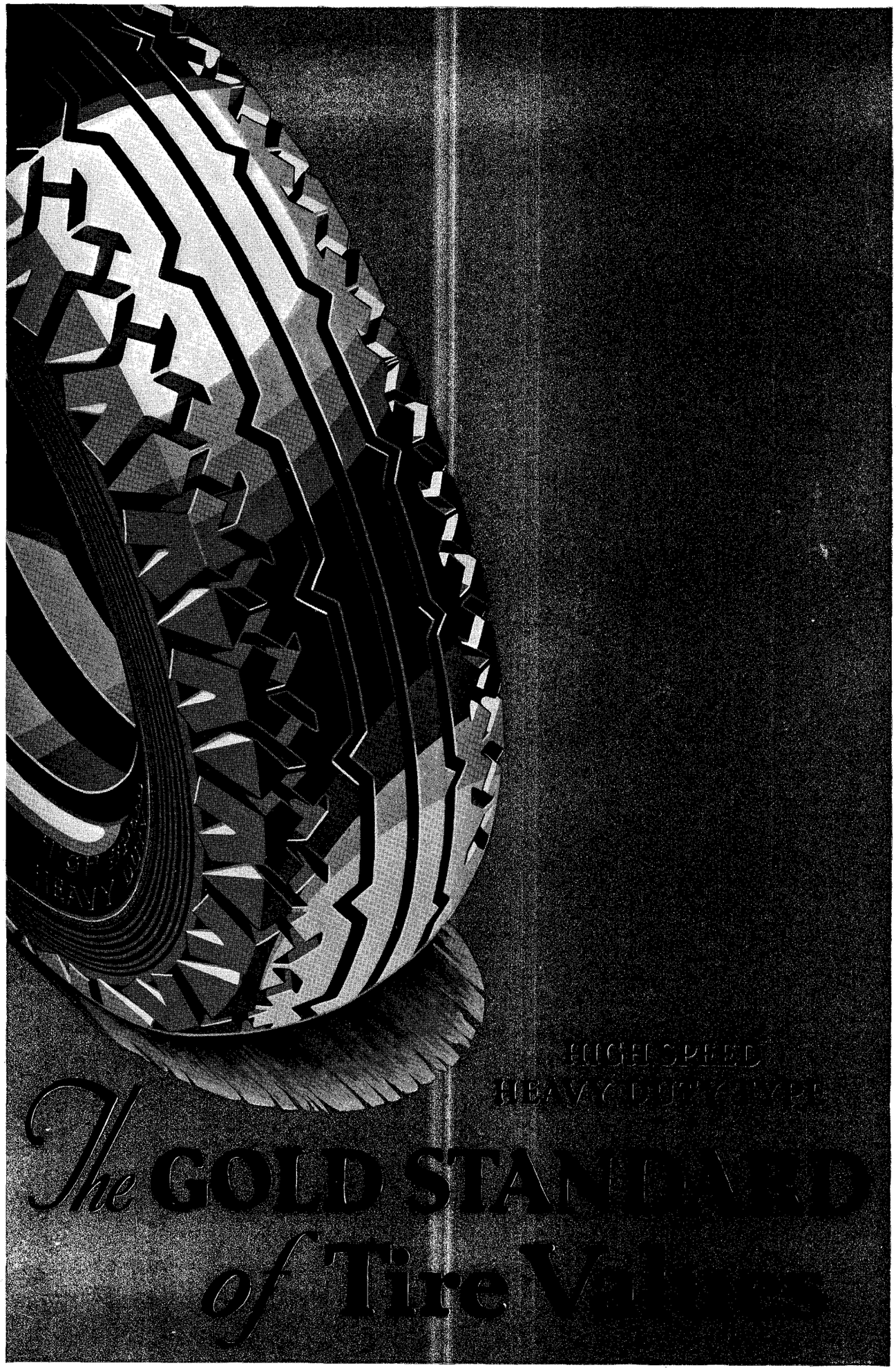

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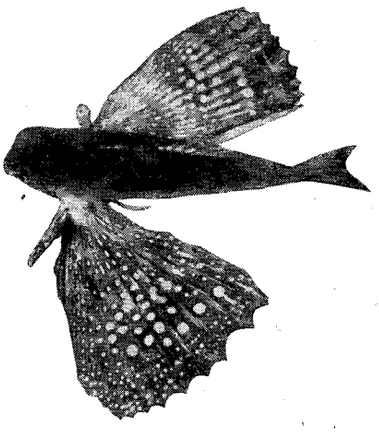
(*Department continued from page 23*)

One-Eyed Robot Plays Solitaire

A ONE-EYED ROBOT that can "read" and assort millions of ordinary printed cards at a high rate of speed is science's latest tool for use in accounting departments of banks, railroads, hotels, telephone offices, and other large organizations, for the classification of bills, checks, tickets, and other records.



A Flying Herring

From the rivers of West Africa.

Developed and designed by Douglass A. Young, an engineer of the Westinghouse organization, this ingenious machine not only reads cards, but places them in any of the 100 compartments in the machine where they belong, without the interposition of a human hand.

The machine is operated by a single "electric eye" or photoelectric tube. It reminds one of a man playing solitaire, and resembles in appearance a miniature railroad switching terminal in which each card is routed over its proper track after the "electric eye" has scanned it and set the switch for its delivery to its proper destination. Says F. M. McCausland, in a press bulletin issued by the Westinghouse Company:

"The development of this latest electrical and mechanical device is the result of a request from an executive of a large corporation, for the Westinghouse organization to solve a difficult problem that has been confronting this, as well as many other companies for many years.

"This particular company, like many others throughout the country, sends bills to its customers every month. Part of the bill (the stub) is returned to the company by the customer with his remittance. The classification of these stubs, which are returned at the rate of many thousand per day throughout the month, upset the entire organization, as it is almost impossible to keep help on this tedious and monotonous grind of sorting and filing the returned remittance stubs. Therefore the company called upon the Westinghouse organization to develop a machine that would eliminate this labor, with the result that this new sorting machine was produced.

"Operation of the newest robot is so simple that it requires the services of only one person.

"When the names and addresses are stenciled on the bills, a number is printed also. This number guides the sorters in the classifying of the stub when it is returned. With the new sorting machine, this same principle is carried out, only a simple printed code is substituted for the numbers.

"By this system of code, according to Mr. Young, it is possible to get over one hundred million combinations of numbers on a card 1½ inches wide by 3¼ inches long and still have enough room for the name and address of the customer.

"When the operator is ready to start sorting, after turning on the power, he places a stack of cards in the feeding receptacle of the machine. A weight is then placed on the top of the cards which puts pressure on the card at the bottom of the pack. This lower card is then picked up by an ingenious device covered by live rubber, which operates effectively even with badly mutilated cards.

"Incidentally, many cards come back badly torn and rumpled, and the machine must handle these as well as more perfect cards. The rubber-covered device frees the lower card from the cards above, and then pushes it forward under the gaze of the 'electric eye' which is focused on a spot which the card must pass over, and therefore the coded number is read before the card is routed to its proper place.

"The reading of this card by the 'electric eye,' which in turn operates the various relays, is done in the fraction of a second that the card passes under its gaze. The card passes under a light-beam, and the light is reflected by the light surface of the card and interrupted by the code lines. These signals are transmitted by the 'electric eye' to the relays and trip switches and cause a mechanical hand to respond, ready to take the classified card to its proper place in any of the 100 compartments in the machine.

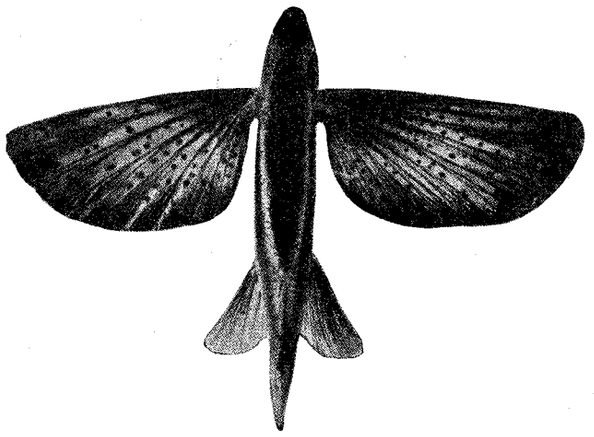
"The company is shipping this new card sorter to the Middle West, where it will be put into operation immediately. It has already been inspected by officials from many of the large utility, railroad, banking, and other industrial corporations, who have exprest their enthusiastic interest in it."

Do Flying-Fish Fly?

IN OTHER words, are they actually propelled forward by the motion of their "wings"?

Naturalists have been inclined to answer "no." They may seem to fly, we are told; but really they only leap and sail.

The non-scientific observer, however, can not persuade himself that he is not witnessing true flight, and some naturalists agree with him. One of these is quoted in *Nature* (London). Says this paper:



This Double-Decker Grows to be a Foot Long

He sometimes leaps six feet out of water.

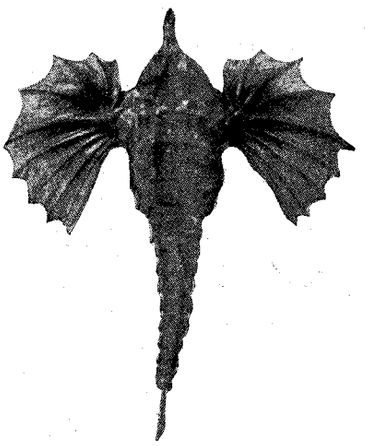
"The habit from which they take their name makes flying-fish so conspicuous and invites observation so much that it is curious to find there is still difference of opinion as to whether they really fly or only use their pectorals as parachutes.

"In the July-August number of *The Scottish Naturalist*, Mr. W. L. Calderwood gives some notes on these fish, as observed in calm weather in the Arabian Sea. His observations were made carefully with prism glasses, and led him to the conclusion that the pace, which was very uniform, was maintained by the use of the pectorals at short intervals.

"Altho it could not be seen at a long distance from the ship whether these fins were vibrating or not, it seemed to him that a flight extending sometimes even to 150 yards, and performed at only about a foot above the surface, could not have been kept up except by renewed impulses from the fins.

"This was exactly the impression formed by the writer of this note after repeated naked-eye study of these fish on a first voyage into the same part of the world. They were seen at times to vibrate their fins when clear of the water, as well as when touching it with the tail, as is generally admitted.

"The impression their flights left was that of the starting flutter and patter of the moorhen, continuing as the glide and whirr of the partridge."



The Armored Stickleback

Skims over the Pacific.

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CURRENT POETRY

UNSOLICITED CONTRIBUTIONS TO THIS DEPARTMENT CAN NOT BE RETURNED. UNPUBLISHED POETRY UNAVAILABLE

A TRIBUTE to beauty, as well as a protest against its yearly destruction. In the New York *Herald Tribune:*

THE AGE-OLD PROTEST

By Elizabeth D. Hart

Watching the crumpled, weary leaves that shower
Upon the shrivelled ground, and sullen mist
Choking the hills, I wonder at the Power
That forces us to keep an annual tryst
With Desolation—and my heart is crying
The age-old protest, cried in every land,
Against the world's sole wrong that merits sighing,
And can be righted by no mortal hand.
Ten thousand throats have mourned the grim decision
That all the loveliest things must fade and die,
And begged of beauty a less scant provision—
Yet Sappho was as impotent as I,
And Herrick's daffodils were left to fail
With Villon's youth and Omar's nightingale.

Two poems in *The London Mercury* by the same writer plead not to be separated:

DIRGE

By R. McNair Scott

How soon, how soon her lovely days were over,
Her darling feet along the dark way went,
Leaving behind friends bent with their bemoaning
And voices toneless that had sounded sweet.

Not in the deep seclusion of the mountains
Now falls her tread, nor in the tufted brakes
Where shake the berried branches, nor where sounding
The curling waves harangue the unheeding shore:

She treads alone the unsubstantial spaces
Within the hollow centre of the globe,
Nor follow her along those empty acres
Any who loved her, any whom once she loved.

CHEATING MEMORY

By R. McNair Scott

Indolent adolescent, by what stream
  Now hangs your curly head?
    What gleam
    From your reflected beauty shed
Makes the lamenting Naiads think Hylas no more dead?

    In my imagination you remain
      Happiest Mortal: there
        A vain
        Utterly charming child of air,
      Wanton as winds, as winds inconsequent and fair.

    Harmed by no harsh reality so dwell
      With memory's rose endued,
        Nor tell
        Truth to me now, lest truth be rued,
      Coming at last to spoil illusion's interlude.

An exercise is forgetting and remembering in *Bozart and Contemporary Verse* (Oglethorpe Univ., Ga.):

INCARNATE

By Edith Fulton

You I forgot as winds forget,
When they are still,
The aromatic breath of trees
High on a hill;

You I lost as leaves are lost
From yellow trees
Like little lonely ships that sink
In winter seas;

I find you deathless when I hear
One morning lark,
Or breathe the stab of lilacs lost
In April dark.

In a world of change it is good to think some things remain as we knew them in childhood. In the New York *Herald Tribune:*

DEER IN MOORELAND

By William Rose Benet

"There are about fifteen deer roaming," you write, "in Mooreland."
Yes, I remember Mooreland, and I remember the deer
That made it an English park, though deep in the Cumberland valley.
I recall one year

When, as a little boy, I built my dream of Mooreland
From seeing the freckled deer there, the fawn deer, all agraze
Watched through the palings and trees; real deer, in velvet, with antlers
And delicate, innocent ways.

The Cumberland Valley road runs right through Cumberland valley,
Through the middle street of Carlisle, where the train came rumbling down
With the bell of its engine clanging, as it was always clanging,
Into my grandmother's town.

Then a hundred yards seemed a mile. I had not thought of Mooreland
So near to the tracks and the train, till I saw it later still
When the town was changed and grown, though the honeysuckle remembered
That trailed my grandmother's sill.

And the deer, I think, remembered. There still were deer in Mooreland
Grazing, resting in shade, just as when I was a child;
Aloof and stately stepping, lifting delicate antlers
And soft dark eyes and wild.

The smoke of our sacrifice blows east, blows west, the roaring
Mills of the newer gods put forth titanic power,
Trenching the earth with havoc, heaving the world to cities,
Moulding the final hour;

But still there are hills to a valley, a river with spangled shallows,
Yellow twined honeysuckle, a broad-leaved buckeye tree,
And glittering stars at night—and still there are deer in Mooreland
As it used to be.

This is a new point of view for a lover who takes his renunciation humorously. In *The Adelphi* (London):

THE EXCEPTIONAL FRAULEIN: 1913-14

By Herbert E. Palmer

Gretchen, I love thee.
My heart, how I love thee!
Yet marry thee, Gretchen?
I would not undo me.
Liefer I'd lie with the wind in yon pine-tree,
Or souse my five wits in the surge of a wine-sea.
Live with thee, red pennon? I'll not be so tied to thee.
Die for thee, Gretchen? How daily I die for thee,
Chiding, bewildered; yet far from thee sigh for thee.
Thou art so wild, and I so dependent,
Seeking quiet comfort in love unresplendent.
For thou art—God knows!—a tile cat, a moor bee,
A plume in the wind. Wave! Why should I down-drag thee?
For is it not plain? Grief and pain will unflag thee,
Steal the light from thine eyes, and put stings in thee, honey-bee.
And I love thee, my wild one. Flee, flee from me. Flee!

Evening primroses masked in the Greek name are the subjects of Mr. Griffith's celebration in *The Commonweal* (New York):

NOVITIATE

(*Œnothera*)

By William Griffith

Hardly a hermit thrush had stirred,
  Nor yet from any ghostly bole
In all the garden had been heard
  A rumor of the oriole.

Telling the roses one by one,
  Grey as a beadsman were the skies.
In ashes sifting from the sun
  Were the stray ruins of butterflies.

And with a rosy sisterhood
  Of blossoms dreaming in the dawn,
Demurely nodded one that stood
  Behind a dewy curtain drawn.

Daydreams she dreamt and never gazed
  Beyond the curtain, it is told,
Until the twilight came and raised
  A wondering little face of gold.

Who knows? Was beauty in disgrace,
  Thrilling the garden with a smile,
Shy as a flower-saint fain to face
  The darkness for a little while?

Fleeing perhaps a nunnery
  Of roses very softly furled,
Confessing a desire to be
  A novice of the garden world?

And strangely though the seasons pass,
  To know the clemency of pain,
The tribulation of the grass,
  The tender mercy of the rain?

Autumn is concentrated in the second line of this sextuplet that we read in the New York *American:*

MINORS

By Wilfred J. Funk

The harvest comes, the harvest passes,
Dry leaves finger the rustling grasses.

The sun swings north, the wind turns east,
The day goes mumbling, like a priest.

Ten thousand Springs have died before,
Ten thousand Summers—and one more.

Many seek this relief, or would if circumstances permitted. *Scribner's* lets us do it in vision:

I SHALL WALK TO-DAY

By Grace Noll Crowell

I shall walk to-day upon a high green hill.
I shall forget the walls and the roofs of the town;
This burden, strapped to my back, shall be unloosed,
And I shall leave it there when I come down.

Warm is the hill upon which I shall walk to-day;
Gold is the sun upon the close-cropped grass,
And something of the peace of grazing sheep
Shall permeate my being as I pass:

Something of the look within their eyes
Of upland pastures, and of clean wind blown—
The tranquil, trusting look of those who know
A shepherd watches, I shall make my own.

And I shall gather the little wind flowers there,
And press their sweetness upon my heart to stay,
Then I shall go back to the walls and the roofs of the town,
Stronger than I have been for many a day.

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PERSONAL GLIMPSES

A Round-the-World Flight Almost Beaten by Mud

FOG, HAIL, AND BUCKETS OF RAIN failed to baffle the voyagers.

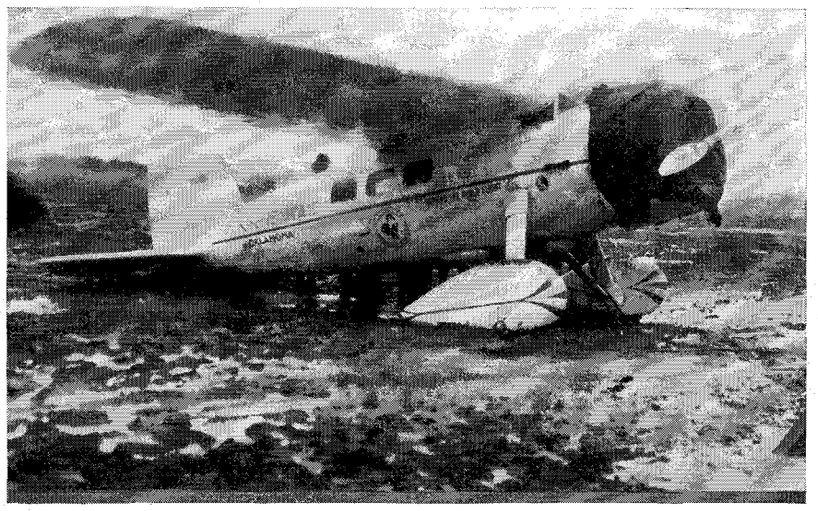
Dense clouds and treacherous mountain-tops waylaid them in vain.

Even back-seat driving could not wreck their unity of high endeavor.

Only one enemy threatened them with defeat, and its name was mud.

First, Siberian mud. Later, Canadian mud. But the mud of all countries and continents looked alike to the *Winnie Mae* and her aspiring crew. It was just mud, squashy and clinging, and it almost cooked their goose.

Now it can be told, and Post and Gatty tell it in "Round the World in Eight Days" (Rand McNally). The book gives every lively detail of their circumplanetary flight last June 23-July 1, whereby they undertook to beat the *Graf Zeppelin's* round - the - world achievement of 21 days, 7 hours, 34 minutes.



Wide World

This Canadian Mud was About the Same as the Siberian Kind

How they beat it—by thirteen days-odd—is history, and now we get the human touches, the high spirits and the cock-eyed overtones of that dash for a record which would have taken Jules Verne's breath away.

Somehow they give one an impression of a *Sancho Panza* in the pilot's seat, with *Don Quixote* back among his navigating instruments, doing the back-seat driving through a speaking-tube. Wiley Post, of course, is the comfortable and level-headed *Sancho*, while Harold Gatty figures as the lean "Knight of the Rueful Countenance."

TELLING the story as they do in alternating shifts, like sailors' watches, and omitting none of the badinage that sizzled through the speaking-tube as the *Winnie Mae* skipt across the oceans and continents, the contrast in temperament between them is thrown into amusing relief. One sees how they complement one another, creating the synthesis of a perfect partnership for a great enterprise.

To begin in the middle, Gatty writes of the flight from Moscow to Sibirsk, Siberia, and Post takes up the story from that point to Blagoveshchensk.

And that brings us bang into the mud.

It was dark, and Post was searching for a landing spot. As he tells it:

I think that if I had swept over that field a few more times, I would have thought it was a lake. All I could see was water. The flares reflected across what we knew must be the airport with just the same sort of widening beam that the moon throws on a lake.

I knew I was in for a trick landing.

"Get as far back as you can. Hold your instruments so they won't break. Set yourself for a jolt and hang on like hell," I called back in the quietest tone I could muster under the circumstances.

I stuck the tail down as I had done at Harbor Grace, and brought the ship in on the throttle at about 900 revolutions a minute. Old *Winnie Mae* may never learn how little confidence Wiley had that night. I mushed her down until I thought the ground must surely be sloping down-hill toward me, and kept my hand on the throttle to get away fast if a hump should hide the dim flares on the other end.

I started moving the stick around like a coffee spoon, feeling the controls. Then I saw a half-dry spot and held the ship off until I could hit it. I nearly did hit it, too. Just missed it by about ten feet.

We thought we were in a seaplane. Spray flew all over the place. Mud clogged up the pants on the wheels. Almost as soon as we touched, lightly as I could hold the ship up with the motor still running a little above the idling point, which gave us a wee bit too much speed, I felt that oozy mud.

No bounce, no run, and the determination to hold that tail down, come what might.

We rolled less than 400 feet from our landing, at a speed which I estimate must have been close to 80 miles an hour. As long as the ship kept moving, we were all right, but I couldn't keep her going. She got heavier and heavier, and when I tried to turn, I felt her left wheel sink.

My heart sank with that wheel!

There I sat. The ten-day schedule of "the fast boys, Post and Gatty," seemed to me to be at an end—in a mudhole in the last 300 miles of Siberia.

What a break!

AND now Gatty takes up the tale, confessing that he never felt so sorry for any one in his life as he did for Wiley at that moment. "It was the end, too, for me," he adds, "but I was used to disappointment by that time. Hadn't I been well out over the Pacific with Bromley, only to be forced back?" Continuing:

I slopped out through the mud as a few timid people, well protected from the weather, came across the field in hip boots. There was still a light drizzle. When I tumbled out of the door and over the edge of the sill, the long step made me drop on one knee in the water. It was fully two inches deep, and the ooze underneath was six inches to a foot thick.

With my feet making strange sucking sounds, audible even to my motor-deafened ears, I struggled around the struts, holding on so I wouldn't slip again. Wiley was crouched on his haunches, with his hand down under the edge of the tire, trying to find a rock or something that might keep the ship from settling any farther.

Just then a Ford sloshed through the mire with the *Ossoaviakhim* men in it. They had two Danish telegraph operators with them, both of whom spoke good English, and we tried to negotiate a push. Somebody produced a rope, which we tied to the tow ring on the left axle of the ship and to the rear of the car.

Wiley, tired as he was, got the motor going again, and the Ford and the Wasp worked in unison to get that wheel up on firm ground. The wheels of the light car merely spun helplessly in the mud, tossing out a black fountain. *Winnie Mae* began to rock herself deeper into the bog.

At last one of the airport officials announced (the Danes passed the word on to us) that he had sent for a tractor. He suggested that we go to town and sleep, and said that he would have a gang of laborers with the tractor there by morning to get us out.

THEY had been in that bog for more than an hour. They were wet through and covered with slime. Gatty was hungry, but wouldn't admit it before Post. After much persuasion

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they at last decided to abandon the ship for the time being and to go into the administration office to think things over. Reading on:

We used the Ford for a ferry-boat to get to the office of the commandant. The farther away from the ship we drove, the wetter and softer the ground became, until it seemed as if Wiley had picked out the one spot on that field that would keep *Winnie Mae* out of the K-boat class of submarines.

But the climax to the greatest serio-comic situation I have ever seen came when we walked into the office.

When I looked at Wiley, I just had to give way to my feelings. I was bedraggled myself, but I doubt if any one ever looked as funny as he did then.

He waddled into the lighted room, dragging one foot behind the other. His clothes stuck to him in queer folds. His face was spattered with mud, and he wore that dejected look of comic pathos with which Charlie Chaplin established the reputation that brought him fame and fortune.

The Russians were far too polite even to smile at our discomfiture. They chattered excitedly among themselves, and from their motions I could see the *Winnie Mae* being pulled out of the bog by each individual there.

The two Danes, Jacobsen and Nelsen, were the most harassed men in the group. They were trying hard to establish a line of communication between Wiley and the commandant.

The commandant shouted some peremptory order, which drew the crowd away from us. Then the Danes quietly told us that arrangements had been made to obtain a farm tractor from about a three-hour tractor-crawl away. They said that there was no use in our sitting at the airport, and they invited us to their own homes to wait for the ship to be pulled clear. The prospect of food, a bed, and a bath, was too much for me to resist, and I accepted with no small amount of enthusiasm.

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"Sancho Panza" Post and "Don Quixote" Gatty

Not so Wiley, however, who outlined his sensible plans. We expected the tractor there in three or four hours. It would take another hour or more to fuel the ship and get it ready for the two-hour jump to Khabarovsk. Then we could hurry the start for Nome. If we stood by and were ready, we might not lose much time. He said he wanted to be around when the laborers were hooking things onto the *Winnie Mae's* landing gear.

But Wiley insisted that Gatty go with the Danes and bring him back something to eat, and Gatty did. He tells us:

I was hardly outside the airport gate when I realized the sense of Post's program of staying at the field. It was an hour's back-breaking ride in a jerking two-wheeled droshky.

At the end of the hour's ride, however, I was fully rewarded. Those two employees of the Danish telegraph company that held a line through Russia and Siberia to the Orient were the most hospitable people I have ever met. Their wives were more than kind to me. They had a nice hot meal ready for me so soon after I arrived that I hardly had time to enjoy my first real hot tub since leaving Roosevelt Field.

I even became alert enough to ply the men with questions as to life in Russia under the new régime. The conversation was so interesting that my new Danish friends almost had to force me to lie down and get some sleep.

Nearly two hours later Jacobsen shook me awake and told me it was time to go back to the field. I never was so near to giving up the ghost of the flight as at that moment.

The rain had stopt, and a light wind had already whipt the earth road to a respectable dryness. Back we went, via the droshky, to the airport.

There I learned that immediately after I had left, Wiley had tramped through the mud and water to the ship. He had climbed into my seat, and there we found him, the chair tilted back, his head on his shoulder. He had been sleeping the entire four hours.

The ground outside the plane was beginning to get firm enough to walk on with comfort. It was thick black soil, but it must have had a natural subsoil of loam or some other substance, for it was draining rapidly.

The tractor was still "on the way." We took the horse from the droshky and borrowed another horse from one of the Russians. When the engine started to roar, the poor horses were so frightened that it seemed as if the traces would break before *Winnie Mae* was pried loose from that hole which she had dug the night before. We had to give up. The horses couldn't pull the heavy machine through that leaden soil.

It was another five hours, during which Wiley and I got in a little more sleep, before the ground had dried hard enough to give the poor animals foothold. The tractor had not yet arrived. Then with every one either straining on ropes or pushing on the fuselage, old *Winnie Mae* came out with a great heave.

So much for Siberian mud. Now for the Canadian variety. Gatty writes the story of the *Winnie Mae's* last halt, at Edmonton, before the hop home to New York:

"Gee, I wish we had this crate mounted on floats," was Wiley's remark, as he sighted the sea of mud.

I thought I would never pronounce "Blagoveshchensk" again after the hours of gloom we had spent there. But on the way into that field at Edmonton I said it faster than the Russian who gave the town its name.

As the wheels touched, I closed my eyes and put my hands on the roof.

I lifted my head toward Heaven and murmured, "Ah, God, not Blagoveshchensk!"

I never was so proud of any pilot in my life as I was of Wiley when he slopped that ship through the mire and half taxied, half flew it to the hangar apron.

Wiley was so tired, so disheartened, and so apprehensive on account of the mud-soaked condition of the field that he made two or three bitter remarks under his breath, which fortunately were unnoticed by the hospitable Canadians.

Wiley and I were both afraid that even tho the rain stopt, the field wouldn't dry out enough by morning to give *Winnie Mae* a footing from which she could get into the air.

Several Canadian air-mail pilots were in the group which had crowded into the office, and one of them made the suggestion that saved the day. He pointed out that Portage Avenue ran straight for two miles from the flying field to town. Its paved surface made it an almost ideal runway.

When our hosts saw how relieved we were at finding a way out of the situation, they put emergency crews to work taking down the electric-light wires along that street.

Here Post takes up the story and tells us how much more cheerful everything looked when they arrived at the airport next morning. Thus:

All the flying mud of the night before had been washed away from *Winnie Mae*, and she appeared drest up in her finest white. Gatty said she reminded him of a little girl all ready to be flower girl at a wedding.

As he warmed up the engine, the rain stopt. The ship was towed out to the sidewalk, and a pair of "mounties" dashed up and down the street in an automobile, clearing away all traffic.

Dirt, mud, and spray flew all around while I "revved" the motor up one last time before letting go the brakes. We were to bobble off headed straight for the center of town.

Like a darky pursued by a ghost, the ship hurtled down that street. Curbstones and electric-light poles clipt by the wing tips so fast that I was just a little scared myself. The wind was slightly across our path, and if one wing had ever dropt, it would have been just too bad.

I'm sure neither Harold nor I ever went or ever will go down a street so fast again.

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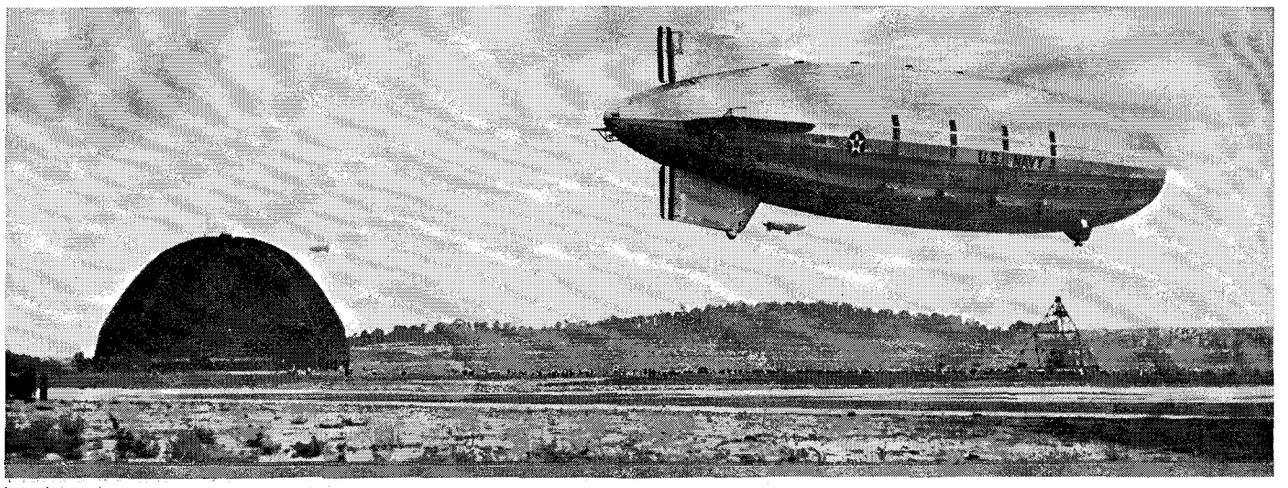

Acme photograph

The World's Greatest Airship Goes Aloft at Last

Over the airport. This picture embraces the "Akron's" hangar (left) and her pyramidal portable mooring mast (right).

The Moonlight Mooring of the "Akron"

RED AND GREEN LIGHTS danced across the natural amphitheater which is the airport of Akron, Ohio.

Silhouetted figures moved across the glaring beams of floodlights; and thousands upon thousands of spectators applauded the spectacular first home-coming of the new queen of the air, the *Akron*.

The soft light of a September moon accented the outlines of the world's greatest monster of the air. As the last shouted command died away, so James D. Hartshorne writes in the Cleveland *Plain Dealer*, "the man-made lights faded to leave the moon in sole possession of the field, and the thronging crowd filtered away."

That moonlight home-coming inspired the reporters present to describe the scene in words fitting the lighting effects which dwarfed the puny efforts of Broadway or Hollywood. Harold J. Taylor, aviation editor of the Akron *Beacon Journal*, describes how landing lights gradually replaced the setting sun:

The two landing lights in the bow and the two in the stern are white. Spaced along the port side are two red lights and along the starboard side two green lights.

The starboard and stern lights blink in unison and the bow and port lights in unison.

Lights in the control cabin and gangways shone dimly.

The sky was still glorious with soft colors as the ship headed in for the first time.

A silvery moon outlined itself in the dimming haze.

Below, the ground crew spent some time in preparing for the approach of the *Akron*.

Lieutenant Peck took his post at the top of the mooring mast and shouted orders via a loud-speaker system located at the base.

The ground crew was split into groups stationed at proper distances from a long strip of red-white-and-blue bunting laid out on the ground to indicate the proper direction for the approach of the ship.

"ON your toes now!" shouts Lieutenant Peck to his crew of 250 men. "The starboard rope will be dropt first. Be sure that the starboard group gets it! Don't make a mistake about that! Don't let the aft fin touch the ground. We've got to move lively now. What we want on the ropes is a firm steady strain. Don't jerk!"

How successfully these orders were carried out is told in the Cleveland *Plain Dealer* by James Hartshorne:

Now the *Akron* is nosing down over the hill to the east of the airport.

Over she comes, rather high. The ground crews shift position, right or left, slowly, under Lieutenant Peck's direction. But evidently this is only a trial approach. The propellers stop idling and whirl rapidly. The *Akron* veers off to the right and starts a slow circling for a second approach.

It is quite dark now. The full moon's light is insufficient, and the spotlights on the mooring mast are brought into play to light up the ground and ground crews for the men in the control cabin. Even the airport floodlight is called into play.

The *Akron* is much lower. This time the ropes drop, the crews rush forward to grab those on their respective sides, attach their own ropes to them and "run away" to right and left, slowing the *Akron's* forward motion.

Now the nose of the ship is over the landing panel, and the nose rope drops to be picked up and coupled into the cable stretching from the distant cup on the mooring mast.

The cable drums on the mast creak as the rope is pulled in by motor at fifty feet a minute. There is more than 500 feet of it, so this takes some time.

Slowly the *Akron* noses toward the mast as the ground crews move steadily forward with the drag ropes, under direction of Lieutenant Peck.

Another moment and the nose cone slips into the cup, hands grasp the railing about the control cabin and the lower vertical fin at the stern. The *Akron* is eased to the ground, and the passengers, all appearing very pleased, descend.

Water ballast pours into the *Akron's* ballast bags through a hose connection at the mast cup, and the ship rapidly loses buoyancy.

A huge trailing wheel has meantime been placed under the tail to permit it to swivel easily.

The parade for the dock starts in easy fashion.

Haste is very apt to be disastrous in docking an airship. The mooring mast rumbles on its three caterpillar tracks on to the concrete floor of the dock, pulling the ship after it this time. The huge "orange peel" doors swing soundlessly shut behind the stern.

The crew descends and disappears, and, except for the industrious ticking of telegraph instruments in the press quarters, the *Akron* is left in peace to await the completion of the series of test flights that will give it seventy-five hours in the air before the Navy accepts or rejects it.

"A PERFECT landing!" joyfully exclaims the editor of the Akron *Beacon Journal*, proclaiming a triumph for his community.

Official expressions of satisfaction are likewise quoted in the New York *Herald Tribune:*

Charles Francis Adams, Secretary of the Navy, and one of the passengers on the flight, called the test "highly satisfactory" in the statement he issued when the *Akron* was berthed again in her hangar, a half-hour following the return. Mr. Adams said:

"The appearance of material and ease of handling are a credit to the workmanship of our people in a new art, and to their care and skill in design. The Navy is fortunate to have developed so important an adjunct to our national defense."

Rear-Admiral William A. Moffett, chief of the Bureau of Aeronautics, said:

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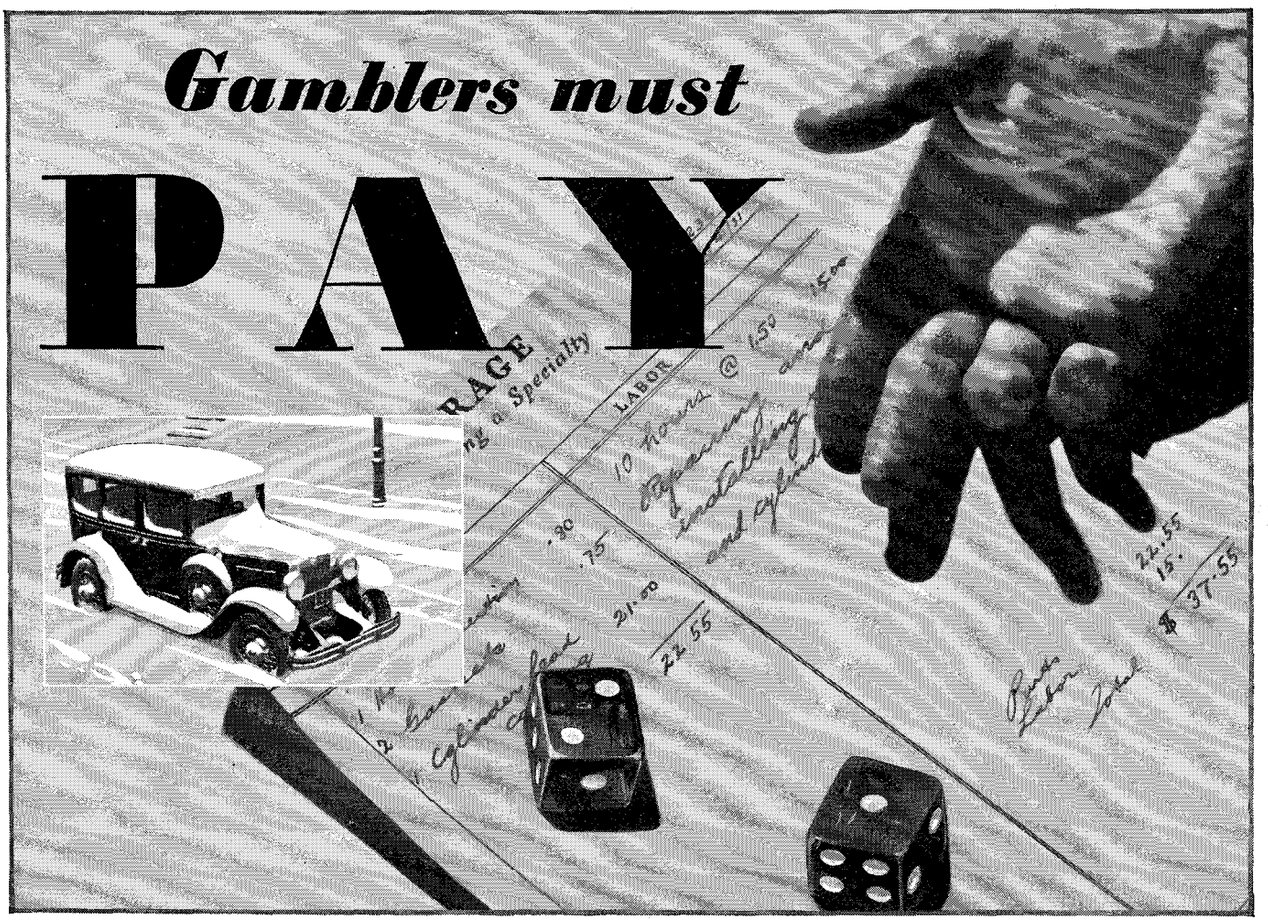

THAT car of yours cost you a lot of money. Why gamble this winter with unsafe, unreliable "anti-freeze" mixtures — when you can have complete Eveready Prestone protection for so little?

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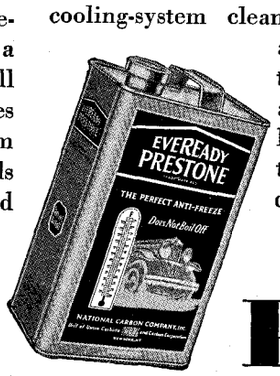
Play safe this winter. Have your cooling-system cleaned, tightened and filled with the proper amount of Eveready Prestone. Then you can smile when cold weather comes and other cars start freezing—and gamblers pay their bills!



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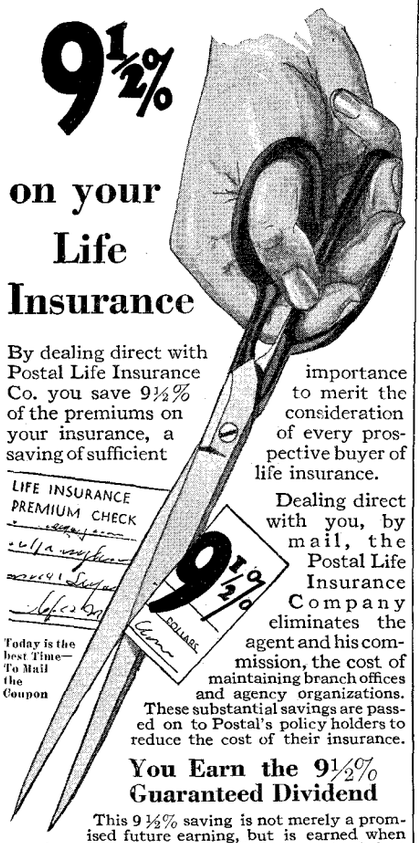

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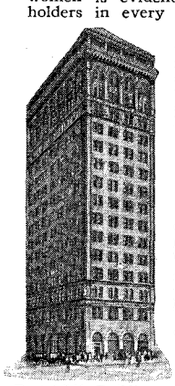

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"The first and successful trial flight of the *Akron*, the world's largest airship, marks another forward step in aviation in the United States. With the completion of the *Akron* the United States resumes world leadership in lighter-than-air. I feel sure that she will demonstrate the great value of airships, not only for the Navy but for commerce."

Readers interested in the constructional features of the new queen of the air may turn to the files of The Literary Digest for June 13, August 22, September 5, 12, and 26.

Not unlike the communities of ancient Greece and the middle ages which built temples and cathedrals, the Ohio city to-day is religious in its attitude toward the task of building airships. The Akron *Beacon Journal* pleads for bigger and better aircraft for the Ohio city to build:

On the historic side, and the contrasts which it suggested, the event was not without deep significance.

Other ages and generations built them high places in all their cities, and followed vanity.

For the exaltation of kings they built marble pillars set upon sockets of fine gold.

They held banquets to celebrate their culture, but over all the feasts and rejoicing was the banner of pride and vainglory.

The wrought emblem of progress which Akron dedicated to the nation had a better import.

It is the symbol of a community which from the boundless resources of its heart, its skill, and resources gave vastly to the nation's service.

Rich Rewards for Clever Young Coach-Builders

One boy finished his model coach at 8:45 P. M. the night of the contest dead-line and "drove ninety miles before midnight to enter it in time. He arrived with fifteen minutes to spare."

But he was not the only one who showed persistence and ingenuity in the coach-building competition of the Fisher Body Craftsman's Guild, we are told by the Detroit *Times*. Indeed, "the boys put in an average of 900 hours each on their models, passing up other pursuits with a resolution rare at their age."

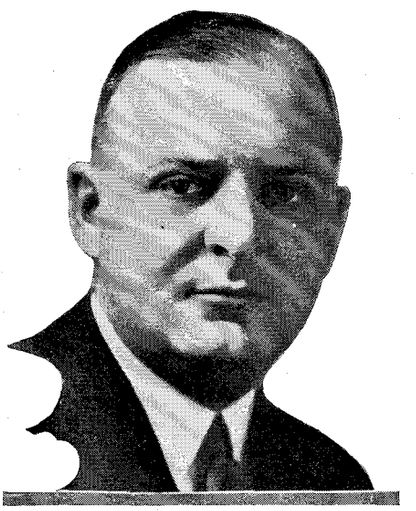
The models were miniature Napoleonic coaches, gilded and trimmed with velvet and gold. Some of the obstacles surmounted in their construction were recounted when 104 boys from all parts of the United States gathered in Detroit for the final chapter of the contest. At that time, W. A. Fisher, President of the Fisher Body Corporation and the Fisher Body Craftsman's Guild, presented university scholarships, valued at $5,000 each, to the four winners—Howard Jennings, Denver, Colorado; Donald C. Burnham, West Lafayette, Indiana; Albert Fischer, Waukegan, Illinois; and Raymond S. Doerr, Battle Creek, Michigan.

"One contestant awoke one morning during damp weather to find his model so warped that it fell in seven pieces," reports *The Times*, but "he carefully reassembled it and produced one of the first-award winners in his State"—

One sacrificed his bicycle for the sake of becoming a member of the Guild, selling it to buy materials to build a model coach.

Several made their own dies for body ornaments, displaying an ingenuity which would do credit to men of twice their years.

Several carved their own eagles and



He Donated Varsity Scholarships to Four Prize Winners

President W. A. Fisher, of the Fisher Body Craftsman's Guild.

spiral corner posts, doing jobs which would pass as professional.

One boy experimented with various mediums and finally cast his rope molding in plastic wood, after making forms by twisting wires together and taking an impression in paraffin.

Many worked from 5 A. M. to 1 or 2 A. M. the following day, as a regular thing, during the week or so just before the dead-line.

More than one made his own screws, nuts, and bolts, forced by inability to obtain them in stores.

Several boys met the challenge of the coach steps by constructing plaster of Paris molds and casting their steps in solder.

One boy finished his model, even to carving the eagles and the shell molding, only to have it broken during the State exhibit by being knocked from a table. Undiscouraged, however, he laboriously repaired it.

One, living in a Nevada "ghost town," now a dwindling mining camp, completed his model in spite of an almost complete absence of materials, improvising these from odds and ends. This same boy is planning now to drive seventy-six miles a day next year to attend night school.

One boy made nine molds and four sets of dies for his wheels alone, casting these, including their ornaments, in zinc, and achieving results which would do an experienced founder credit.

One found the door locks described in the Guild plans "too crude for such a fine coach," and proceeded to design and construct more beautiful ones.

One built his running gear first—"because the whole job looked so hard that I knew if I could finish the hardest part, I could finish the rest of the job."

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With "Clutch Control" the Left Foot Loses Its Job

THE left foot of the motorist is now doomed to join the ranks of the unemployed, if we may credit a prediction published in the Cleveland *News*.

A dispatch from South Bend, Indiana, describes in detail a new device known as the "clutch control." This, it is claimed, will eventually be as universal a feature in motor-cars as the self-starter and four-wheel brakes. It will enable drivers to go through traffic, starting, stopping, shifting gears without the necessity of

The Father of Clutch Control

President Vincent Bendix, of the Bendix Aviation Corporation.

touching the clutch pedal. As described in *The News:*

Instead of using the left foot to engage and disengage the clutch, the driver of any motor-vehicle equipped with clutch control operates the clutch mechanism entirely with the accelerator.

When the foot is lifted from the accelerator, the clutch is disengaged, gears can be shifted, and the clutch is again engaged the moment the driver presses down on the accelerator.

The left foot need never move from the floor.

CLUTCH control is said to be operated on the vacuum principle of pedal manipulation. This new device is the result of some three years' experimentation by the engineers of the Bendix Aviation Corporation of South Bend, where the new device is now being manufactured. *The News* adds these details—of arresting interest to all motorists:

Clutch control can be installed on any automobile, truck, or bus that is accelerated with a foot throttle.

Waste power from the intake manifold is utilized to create a vacuum, which is the basic principle behind clutch control. The vacuum is created the moment the engine reaches idling speed—the gap between closed throttle position and the point where the foot accelerator starts down—and is maintained as long as the motor is turning in that range.

A vacuum cylinder is connected by a

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Try ten cool shaves at our expense. We're willing to take the chance that they'll bring you back for more! Just send in the coupon below.

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metal tube through a valve to the intake manifold, and a piston in the vacuum cylinder is connected to the clutch pedal by a cable.

When the vacuum is "on," it draws the piston and pulls the pedal down, disengaging the clutch. When the vacuum is "off," the piston returns, and the clutch pedal comes up, engaging the clutch automatically with perfect timing far more smoothly than can be accomplished by the most expert drivers.

The vacuum is turned "on" or "off" by the valve in the vacuum line between the vacuum cylinder and manifold. This valve responds only to the up or down movement of the accelerator to which it is connected by a short cable.

IT is expected that clutch control will prove particularly popular with women drivers, because it eliminates the fatigue attendant on constant pushing on the clutch pedal, we are told. Moreover:

Longer clutch life should result because the clutch is operated mechanically and smoothly, thereby eliminating the driver's tendency to "ride" the clutch pedal. Also, it is pointed out, clutch control should overcome the timid driver's inherent fear of shifting gears in traffic because the timing is mechanically exact.

Coupled with these features is the fact that clutch control provides all advantages of free wheeling. With clutch control, the driver merely lifts his foot from the accelerator and the vehicle coasts with a minimum fuel consumption and wear on parts. Furthermore, clutch control operates in all speeds, forward and reverse.

To Save the Ducks With the Hunters' Ducats

WHAT price ducks? Only a dollar! But the nation's sportsmen, before hopping into their automobiles and chugging away to the marshes and a day's shooting, must dig down in their jeans and produce that dollar.

Otherwise their game bags will be empty when they drive their cars home in the evening. That is to say, wild waterfowl, ducks and geese, will have become extinct. Such is the solemn warning uttered by Ray P. Holland in the November issue of *Field and Stream*.

Mr. Holland's direful warning is based on the present depletion of waterfowl and the shortening of the season by Presidential proclam tion this year to thirty days. He pleads eloquently for the establishment of suitable refuges for waterfowl, where they can rest, feed, and breed, and suggests that such refuges be financed by a Federal tax of a dollar on each hunter.

Without such provision for their well-being, he fears that the fowl are doomed.

The money for such refuges must come from the hunters of the nation. There are some 10,000,000 of these sportsmen, and between 3,000,000 and 5,000,000 hunt waterfowl. Parenthetically, it is feared that if ducks and geese become extinct the numbers of those who hunt partridge, quail, woodcock, snipe, and other game

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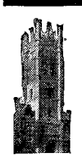

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birds will increase and seriously threaten those breeds with extinction.

Mr. Holland devotes himself largely to a review of various laws and proposed laws for the protection of game birds. The Migratory Bird Treaty Act was passed in 1918, he tells us. Three years later, his account continues:

The American Game Protective Association launched the old Game Refuge Bill, the greatest piece of constructive game legislation ever introduced in the United States Congress in behalf of our waterfowl. The framers of that first Game Refuge Bill foresaw what the future held in store.

To forestall such a condition as the wildfowlers of this country are up against today, the original bill provided for a dollar Federal hunting license, 60 per cent. of all money collected to go for the outright purchase of water areas, and 40 per cent. to be used for enforcing necessary restrictive laws already on the statute books.

FINALLY, after various changes, we are told as we pursue Mr. Holland's remarks:

The bill, in modified and weakened condition, passed Congress and was signed by President Coolidge on February 18, 1929. If it has done anything for the birds yet, the evidence is not tangible.

As far as we know, only a few thousand acres of refuge have been acquired up to the present time. Almost three years have passed, and practically nothing has been done. The bill calls for appropriations from Congress to acquire refuges.

Unfortunately, an appropriation bill passed in one Congress does not obligate the following Congress to carry on. Only an optimist can believe that in these times of stress any Congress will appropriate a considerable amount of money out of the general treasury to take care of wild ducks and geese.

One of the greatest difficulties in the way of enforcing game laws is the fact that wardens are overburdened. Here Mr. Holland speaks from experience, for he was once a United States game warden himself. It does not seem to this writer that curtailing the season is going to help much. For this reason:

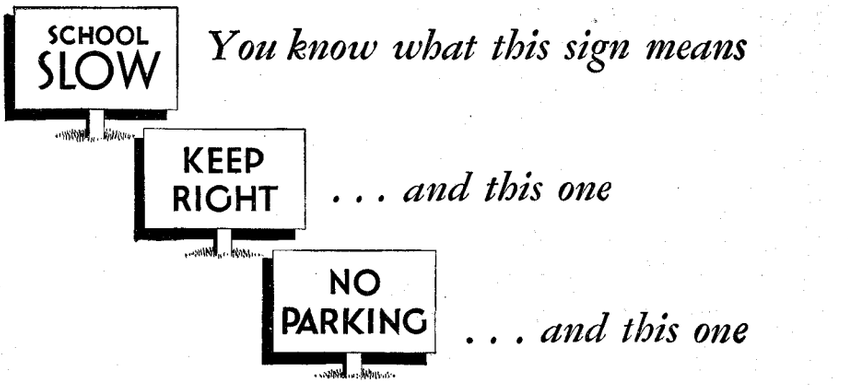
Shortening a season always concentrates hunting. Give a man 3½ months to shoot, and, knowing that he has plenty of time, he will put off to another day many a hunt that may not materialize. Possibly he will go only three or four times. Tell him he has only thirty days to enjoy his favorite sport, and, if he is so situated that it is possible, he will go every one of the thirty. If he has the means, he will go South with the birds and shoot sixty days.

The more gunners that are out on a given day, the greater the kill, simply because ducks have no resting place. We have no system of refuges such as was planned by the original Game Refuge Bill.

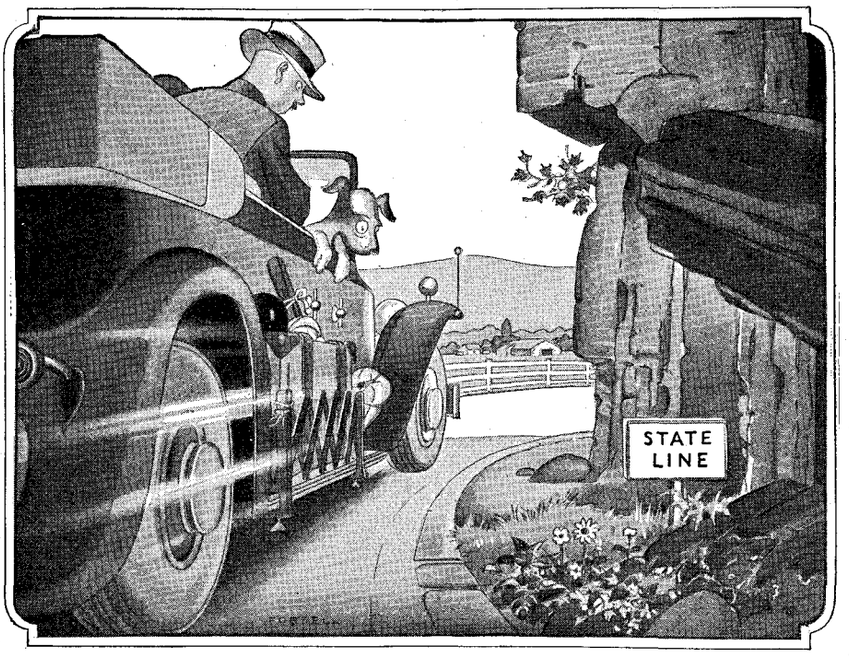
THERE is nothing intricate in the proposition of maintaining waterfowl shooting, says the writer as he suggests a plan, in connection with which *Field and Stream* is now conducting a nation-wide poll of waterfowl-gunners. We read:

The answer is money.

You can't do much in any line of endeavor unless the machinery is properly oiled. Congress will never appropriate



But how about that innocent little sign "STATE LINE"?



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Indeed nowadays, if you violate certain laws or cause an accident, you may not only lose your right to drive, but your car license as well—

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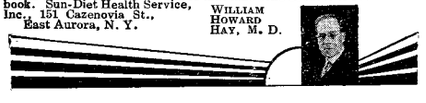

sufficient funds to take care of the waterfowl. The men who hunt migratory birds must dig down in their jeans and finance the care and protection of our wild ducks and geese. Otherwise the handwriting is on the wall. But if this poll shows us that the duck hunters of this country are earnestly willing to strap on their armor and fight for the sport they love, *Field and Stream* will again shoulder the burden. We will go to Washington and, with the cooperation of the American Game Association, pass a bill similar to the original Game Refuge Bill.

Once a law is passed requiring every hunter of migratory birds to have on his State hunting license a Federal stamp costing one dollar, that money to be used solely for the purchase of game refuges and the enforcement laws protecting migratory game, then your wild ducks will have witnessed the dawn of a new day.

The Human Projectile Outdoes Himself: Touches 415 M.P.H.

ONLY an hour, but what an hour!

For in the short space of time for which it was designed to last, according to the United Press, that stoutest of all airplane motors developed 2,600 horsepower—something previously unheard of.

Using this motor, Flight Lieut. G. H. Stainforth of Great Britain, who has been called "the human projectile," broke his own air speed record, achieving a new high of 415.2 miles an hour while setting an average of 408.8 miles per hour at Calshot, England. In setting his previous record, discust in THE DIGEST of September 26, he reached a high of 404 miles per hour. Of this new record an Associated Press dispatch from London tells us:

The weather was not considered ideal for the flight, and experts said it was "barely safe," but the engine was tuned up and Lieutenant Stainforth decided to make the trial in spite of the weather.

Lieutenant Stainforth broke his own record, made on the day of the Schneider trophy race, September 13.

The announcement was not made until 4:20 A. M., following a prolonged examination and comparison of the judges' checks. The following speeds were finally given for the four successive laps: 415.2, 405.1, 409.5, and 405.4. These gave an average speed of 408.8 miles an hour.

IN flying at the rate of 408.8 miles an hour, explains the New York *Herald Tribune*, Lieutenant Stainforth "covered six and four-fifths miles a minute. On the lap covered at the rate of 415.2 miles an hour, he covered more than six and nine-tenths miles a minute." Reading on in the Associated Press account:

Lieutenant Stainforth made a perfect take-off, and was speedily off in the mist, altho the roar of the motor could be heard far away. Only glimpses of the machine were obtainable by those who watched the flight as the ship made successive turns with marvelous skill at the controls.

The weather became worse, and officials were seriously alarmed as Lieutenant Stainforth glided down for a landing, because the sea was getting rough, and they

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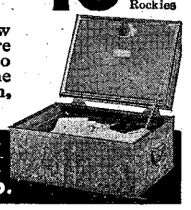

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knew the plane would strike the water at a speed of at least 100 miles an hour.

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"I'm offa that stuff from now on. It's no good. Never again—that's me."

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"I'm as fit as a fiddle—just as good a man as I was twenty years ago. I can't notice a bitta difference."

"We are prosperous and don't know it. Prosperity is just around the corner. Anyhow, it's just a state of mind."

"Why, no, my dear, I can't remember a single thing about the Spanish-American War. I was just a tiny girlie then."

"If I am elected Mayor, all the crooks will be driven out of our fair city within thirty days. No gambling, no vice of any kind. The crooks must go!"

"This is our golden wedding anniversary—married just fifty years ago to-day—and in all that time, my little wife has never spoken one cross word to me!"—*Tampa Morning Tribune.*

STATEMENT OF THE OWNERSHIP MANAGEMENT, ETC.

Required by the Act of Congress of August 24, 1912, of "THE LITERARY DIGEST"

Published weekly at New York, N. Y. For October 1, 1931.

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Wm. Neisel, who having been duly sworn according to law, deposes and says that he is the Secretary of the Funk & Wagnalls Company, Publishers of THE LITERARY DIGEST, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption required by the Act of August 24, 1912, embodied in Section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Funk & Wagnalls Co., 354 4th Ave., N. Y. City.
Editor, Wm. S. Woods, 354 4th Ave., New York City.
Managing Editor, Wm. S. Woods, 354 4th Ave., New York City.
Business Managers. The Board of Directors of Funk & Wagnalls Co., 354 4th Ave., New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent. or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company or other unincorporated concern, its name and address, as well as those of each individual member must be given):
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Funk, Wilfred J., 354 4th Ave., New York City.
Neisel, Clara L., 354 4th Ave., New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for which such trustee is acting is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold the stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds or other securities than as so stated by him.

WILLIAM NEISEL, Secretary of FUNK & WAGNALLS COMPANY, Publisher and Owner.

Sworn to and subscribed before me this 1st day of October, 1931.

(Seal) ROLLO CAMPBELL, Notary Public.

(My commission expires March 30, 1932.)

Coast down the white crest of Waikiki's surf this winter

Waikiki! A soft breeze sways the coco palms above you, and shakes a crimson carpet from the royal flame tree . . . Idly you watch a slim outrigger speed in on a foaming roller. The native beach boys clowning in the water. Those nice looking girls that were on the boat coming over. They're *five* shades darker now. A great ship noses out to sea . . . to the South Seas? What does it matter? A *don't care* laziness steals over you.

Come this winter! Summer is every month. Winter has always been kapu (taboo). There's so little variation throughout the year that the native language has never found need for a word similar to "weather." Come and enjoy your favorite sport, swimming, fishing, golf, yachting or just loafing, in a magic setting.

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Wanted—Fewer and Bigger Shares

THE TIME IS RIPE for a reversal of the stock split-up movement which characterized the years 1920-29. So argues Prof. John T. Madden of New York University in *The Annalist.*

He believes that many enterprises now find that they have capitalizations too large for their earning power, and that a readjustment should take place here just as it has taken place in prices, rents, and wages.

While there were various reasons for the big split-up movement, back of it all, we are told, were "boom-time earnings." Many of the stock dividends and split-ups took place in instances where the shares involved were selling at over $200 each. The accompanying table gives a list of representative split-ups.

Market Prices of Representative Split-Up Issues

	Ratio	*Selling Price Before Split-up*	*Selling Price After Split-up*
American Can (1926)	6 for 1	288	48
Atlantic Refining (1928)	4 for 1	230	60
Baldwin Locomotive (1929)	4 for 1	255	65
Continental Can (1928)	2 for 1	126	63
Du Pont (1926)	2 for 1	360	181
Du Pont (1929)	3½ for 1	600	175
General Electric (1926)	4 for 1	365	92
General Electric (1930)	4 for 1	250	65
General Motors (1926)	50% stock div.	214	142
General Motors (1927)	2 for 1	270	136
General Motors (1929)	2½ for 1	210	88
Paramount Publix (1928)	3 for 1	150	51
United States Steel (1927)	40% stock div.	170	120
Average	3 for 1	268	99

From *The Annalist.*

The idea that boom-time earnings would continue indefinitely has, of course, been proved faulty, writes Professor Madden. And now many enterprises are advised to "give thought to the wisdom of a capital readjustment which would reduce the number of outstanding shares and thus raise the selling price."

And then this economist sets down the following half a dozen reasons why this policy of reversal in split-ups should be favored just now:

1. An excessively low selling price for stock discourages popular buying over a period of years. Stocks selling persistently below $10 a share are especially prone to fall within the "cats and dogs" category, however unworthily in certain cases.

2. The credit standing of the company tends to be hurt, as the low selling price is as frequently interpreted as evidence of basic weakness as it is of overcapitalization. This is especially so where senior financing is contemplated.

3. Stocks selling at less than $10 a share become undesirable to the banks as collateral for loans. While latterly there has been some tendency to make exceptions to this usual rule, because of the large number of basically sound issues which have fallen to very low prices because of overcapitalization, more conservative institutions continue to discriminate quite severely against stocks selling at extremely low prices, and they may well become even more severe with the return to more normal conditions on the security market.

4. Past experience shows that it is frequently more difficult to maintain control in the hands of the existing management of an enterprise whose shares persistently sell at very low prices. This is so chiefly because of the relatively low cost of acquiring controlling blocks of stock in the open market, if available there, by outside interests who may want possession of the company for ulterior motives. The early history of American corporate finance contained many instances, such as the Erie Railroad, of enterprises the control of which was bandied about from one speculative group to another because of the low selling price of the shares in the market, making the acquisition of control a matter of moderate cost.

5. The difficulty of establishing a satisfactory dividend policy, such as would make the issue a desirable medium for popular investments. Dividends of a few cents per share quarterly do not as a rule give the feeling of security and stability which the rank and file of buyers of common stocks prefer, except, perhaps, where combined with regular stock dividends or other special benefits.

6. In the event of merger negotiations, a low selling price for stock is frequently a serious strategic handicap. In most cases, it is the financially strong enterprise, whose shares sell at a relatively high price and enjoy an impressive dividend record, which absorbs its weaker competitors through exchange of stock on a basis which proves attractive to the latter because it is the best way out of a none too enviable position.

THERE are three common methods for readjusting the capitalization of a corporation where the outstanding common-stock issue is too large for its earning power:

The first and simplest is through exchanging two or more shares of stock for one share of new stock.

A second method for reducing capitalization is through purchase of shares in the open market and their retirement.

A third method of achieving the same objective is through consolidation, where the new company formed to absorb the previously independent units has a reduced capitalization.

In conclusion Professor Madden holds out hope that in five or ten years the split-up process may again be justified:

With profits getting back to levels prevailing in years like 1924 and 1925, capitalizations should be brought down correspondingly in many cases to strengthen the present position of these companies. It may well be that five or ten years hence many such enterprises may have grown to the point where their earnings are again ample to support present security issues, but in the interim they may suffer serious harm because of the several basic disadvantages of protracted excessively low selling prices for corporate shares.

Key Logs in the Economic Jam

IN our present deprest state there are three immediate difficulties which Col. Leonard P. Ayres thinks must be removed, or at least diminished, before we can emerge very far. The three key logs in the economic jam are these, according to the Cleveland banker-statistician, writing in the Cleveland Trust Company's *Business Bulletin:*

The first is the combination of fiscal troubles abroad, that have latterly been acute in Germany and England, and which have been temporarily alleviated, but not cured, by suddenly devised emergency measures. These difficulties are caused by unbalanced governmental budgets, and we shall do well to remember that in this country, also, the time is not far distant when we must bring our own governmental expenditures down to the level of our income.

The second of our three problems lies in the fact that banks here and abroad are still restricting credit rather than expanding it. They are insuring their own safety and security by accumulating liquid resources on a scale seldom if ever reached previously. This is good banking for the individual institution, and it safeguards the deposits, but it does not aid business recovery. It does not stimulate new business initiative, or encourage enterprise.

Probably it is inevitable that the policy of safety first should be followed while commodity price weakness continues, but the condition constitutes one of the real difficulties in the general situation.

The third of the key logs is the plight of the railroads which now have revenues so seriously inadequate that investors are turning away from their securities. These securities constitute the largest single-grouped aggregation of American capital. If the rail revenues could be increased banking confidence in the future would be greatly restored. If that should happen here, the fiscal problems abroad would loom up far less threateningly, for international lending would be facilitated. If that happened, prices would stop falling. Our railroad problem is both important and pressing.

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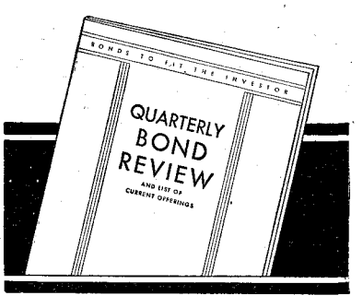
for Example:

	MATURITY	PRICE TO YIELD ABOUT
Midland United Company 2½s to 4½s	10-3-31 to 8-3-32	4.50-4.75%
North American Light & Power Co. 4½s, 5s	4-1-32/36	5.50-7.15%
Metropolitan Transit District of Mass. 2¾s.	4-14-32	2.10%
Lowell Gas Light Company 3s	6-15-32	3.35%
New Bedford Gas & Edison Light Co. 3s	6-15-32	3.00%
Staten Island Edison Corp. 3s	6-15-32	3.35%
Wisconsin Public Service Corp. 4s	7-1-32	3.65%
Rochester Gas & Elec. Corp. 3s	7-15-32	3.96%
Commonwealth Edison Company (Chicago) 3½s	7-30-32	3.50%
The Peoples Gas Light & Coke Co. (Chicago) 3½s	7-30-32	3.80%
Public Service Co. of Northern Illinois 4s	7-30-32	4.00%
Scranton-Spring Brook Water Service Co. 4½s	7-31-32	5.125%
Pennsylvania Electric Company 3½s	8-1-32	4.42%
Indiana Electric Corporation 4½s	9-1-32	5.05%
Toledo Light & Power Co. 5s	12-1-32	6.57%
Portland General Electric Co. 4s	1-1-33	6.95%
New York Central Railroad Equip. 4½s.	5-15-36	3.75%

Yields shown above are based upon market prices as of September 26, 1931



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Prosperity Talks Through Its Hat

THEY may laugh at the new hats the women are wearing, but "one can not laugh off the impetus these styles have given to a score of industries."

In fact, continues Alice Hughes in her column in the New York *World-Telegram*, "instead of sneering at Eugénie, the milliners look upon her as a savior." And it is not the milliners only, to judge from what this writer goes on to say, not by a long shot:

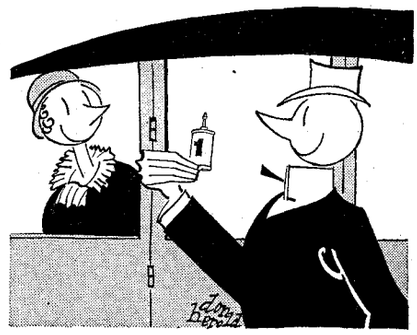
> The Retail Millinery Association informs us that gold now courses through the veins of the trade where formerly only red ink flowed.
>
> To begin with, the Danbury, Connecticut, hat factories, whose wheels had slowed down to snail's pace, suddenly whirred into demon speed—due to Eugénie—and have operated on a 24-hour-a-day schedule since August. In that month the highest pay-roll ever recorded by these hatters was paid out—$1,000,000.
>
> Millinery labor throughout the country has increased by 25 per cent., dyers are 30 per cent. busier since July, when the Eugénie elegancies first flared up. Hat label makers' work has increased by 75 per cent.
>
> Feather dealers are writing 30 per cent. more business on their books; so are the makers of ready-to-wear hats and also those who make hat-boxes. Fur felt body dealers are speeding ahead with a 70 per cent increase. Blockers are blocking 40 per cent more hats.
>
> Hair net people are more than 30 per cent. ahead and stores' retail millinery sales are from 10 per cent. and upward greater than last year at this time.

A New Railroad Drive Against Truck Rivals

WILL the railroads make a success of their first great effort to recapture business taken from them by motor-trucks? Transportation circles are looking to October for the answer.

For that, we read, is when a wide-spread pick-up and delivery system, affecting twelve States and many industrial centers, is to be inaugurated by more than a hundred railroads operating in the Southwest. These lines have "united in a joint tariff for store-door service on less-than-carload merchandise," and "they expect to recover about 75 per cent. of the business taken from them by trucks," writes the Washington correspondent of the United Press, who evidently examined the tariff at the Interstate Commerce Commission. He continues:

> The railroads participating include the Atchison, Topeka and Santa Fé; the Chicago, Rock Island and Pacific; the Kansas City Southern; the Illinois Central; the Missouri-Kansas-Texas; the Missouri Pacific; the Southern Pacific; the Wabash; the St. Louis-San Francisco; and the St. Louis Southwestern.
>
> Western trunk-line carriers may adopt the plan for competitive purposes. At the beginning the program will affect the States of Arkansas, Colorado, Illinois, Kansas,



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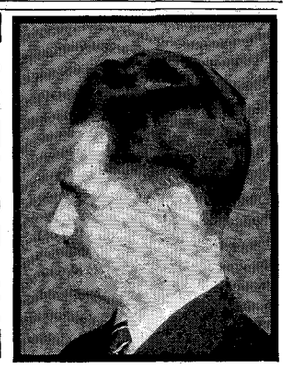

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Bargains in Public Construction

NOT only is it relief work of the greatest value to rush public construction in these days of unemployment, but it is mighty good business to start building projects right now when building costs are so very low. And, indeed, so C. F. Carpenter points out in the Chicago *Journal of Commerce*, "far-seeing municipalities and other public agencies are taking advantage of present low construction costs to obtain needed public works at a saving."

In other words, this is the time for building at a bargain. Whether it is buildings or pavements or bridges or sewers, the public authorities "are finding extraordinary value for each dollar expended." They are reporting savings of anywhere from 15 to 40 per cent. below the costs of a few years ago, due of course to the low prices for materials and labor.

For instance, we are told of paving contracts in Cook County at a price 35 per cent. lower per square yard than in 1928; of a new sewage plant contracted for in a Chicago suburb at a saving of 25 per cent. of the original estimate of the engineers. And it is not confined to Illinois by any means:

In New York City an elevated highway is being built along the west side of Manhattan Island to provide rapid transportation through the congested business area. Bids were taken recently on a section between Twenty-second and Thirty-eighth streets. The contract was awarded on a bid $395,000 below the engineer's final estimate of $1,131,000, with the highest bidder more than $100,000 under the anticipated cost.

IN many cases, notes Mr. Carpenter, "money saved is turned back into other construction, utilizing more labor and materials." We are told of several cases in which the low costs of construction allowed authorities in Illinois and elsewhere to do extra construction with the money appropriated. Morever—

While acting primarily in their own interests, communities and firms and individuals that are pushing construction this year to save themselves money are helping greatly to keep business moving and men busy.

It is estimated that from 50 to 75 per cent. of all money spent in construction goes to pay labor in one form or another.

at Dawn with the Electric Industry

IN 1880, two years before Edison started his famous Pearl Street Station in New York, the Rochester Electric Light Company was supplying arc light service in Rochester, New York. This company, which has since become part of the Associated System, had to string wires between buildings, as poles had not yet come into use.

Other Associated properties that started at dawn with the electric industry include those serving:

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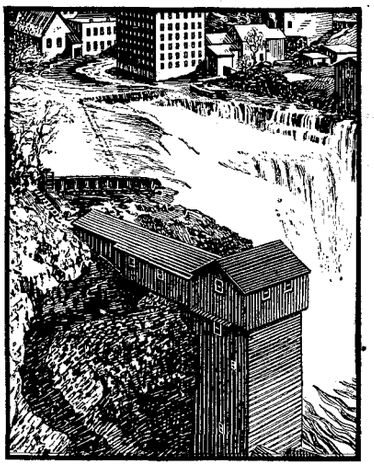
New Bedford, Mass. . . . 1883



1882—Electric Plant at Genesee River, Rochester, New York

Binghamton, N. Y. . . . 1884
Johnstown, Pa. 1885
Cambridge, Mass. 1886
Hornell, N. Y. 1886

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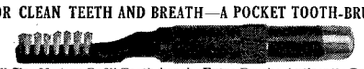

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Angel's Visit.—HUSBAND—"From the glimpse I had of her this morning I rather like our new cook. There seems to be plenty of go about her."

WIFE—"Yes, she's gone."—*Chicago News.*

In Junior's Footsteps.—CUSTOMER—"I hear my son has owed you for a suit for three years."

TAILOR—"Yes, sir; have you called to settle the account?"

CUSTOMER—"No, I'd like a suit myself on the same terms."—*Passing Show (London).*

He Should Have Died at the Dead Sea.—"Traveled all over the world, eh? Went up the Rhine, I suppose?"

"Climbed it to the top."

"Saw the Lion of St. Mark?"

"Fed it."

"And visited the Black Sea?"

"Filled my fountain pen there."—*Stray Stories.*

Hollywood Couplets.—Amusing juxtaposition of film titles seen in front of local movie theater:

LOVER COME BACK.
THE DEVIL TO PAY.

Accidentally cynical arrangement of two more observed by a correspondent:

I TAKE THIS WOMAN.
HELL BOUND.

—*Boston Transcript.*

Spurring the Sluggard.—The Scot is frequently the goat when jokes are on tap, but not always. Listen to this:

In an English political meeting one of the candidates patriotically orated: "I was born an Englishman, I have lived an Englishman, I hope I shall die an Englishman." From the back of the hall, in an unmistakable accent, came the question, "Mon, hae ye no ambeetion?"—*North Carolina Christian Advocate.*

Boiling It Down.—"Jones . . . er . . . I think I'll run out for a little golf this afternoon. And I wish you'd take care of our Daily Wall Street Letter. You know our style, Jones. Everything boiled down. Terse. To the point. Nothing but the absolute essentials. Ah . . . I hardly know just what to feature to-day . . . Er . . . What do you think the market will do next?"

"I haven't the slightest idea, sir."

"Fine! . . . Great! . . . But remember to be brief, Jones. See if you can't say that in three thousand words."—*Judge.*

Nose Wipin' Free.—An enterprising youngster had started a new business. His business card gives the following information:

Mr. Gerald Allen, Jr.
Personal Escorter
Tots and Kiddies took
to school and returned,
prompt in perfect condishin—if received that
way. Military discipline.
Rates 25c a week. Refined
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—*Wall Street Journal.*

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U. S. TO INTERVENE
IN DAM LABOR ROW
—*Washington Post.*

Mud Pies in Order.—
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TO EAT AND TALK OF DIRT
—*Westerly (R. I.) paper.*

Higher Education in Manchuria.—"A part of the Chinese position was taken over by the Japanese troops. The Chinese were being reinformed with machine-guns."—*Japanese War Department communiqué as quoted in a Tokyo dispatch in the Montgomery Advertiser.*

Vitamin Collector.—
Former Prominent New Yorker Had
Liver in Paris for Eight Years
—*New York Evening Post.*

It Disagrees With Some.—
WOMAN BETTER AFTER
SWALLOWING POISON
—*Portland (Me.) Press-Herald.*

Using a Mirror?—
KILLS HIS WIFE'S
HUSBAND IN ROW
—*Philadelphia Evening Bulletin.*

Cigaret Money.—
U. S. BUSINESS LEADER BEGAN
ON SMALL PAY

Silas Strawn Started Career at $10,000
Weekly Salary
—*Dallas Times-Herald.*

Safe, but—oh My!—
A SAFE PLACE TO BORROW
$50 to $300
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No delay. You get the full amount in cash, at awful interest rate.—*Ad in the Portland Oregonian.*

Sledgehammer Poet.—
"Work did hear with litnin speed
Satisfackshun garanteed,
Horshoin two is in my line,
That will stand the ware and tare of time."

—*Sign on a Connecticut blacksmith's shop, according to The American Agriculturist.*

Believe It or Not.—
THE OLDEST INHABITANT SAYS:

"Boston's warmest record for the 8th day of June within my recollection was by official figures 22 in 1922.

"Our coldest for this date was 44 in 1876."—*Boston Post.*

Amount of precipitation, none. The total for this month to date is 60 inches, which is 33 inches less than the normal. The total precipitation for the year to date is 1.92 inches, or 8.29 inches less than the normal.—*Nashville Tennessean.*

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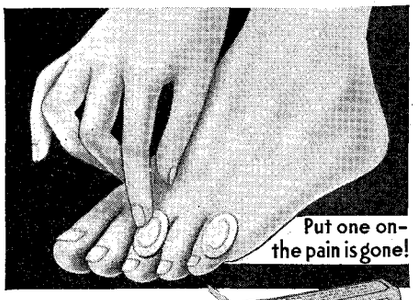
CORNS



This gives you quick safe relief from Corns, sore toes and tender feet

Pain Stops Instantly!

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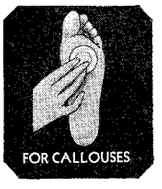

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THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers who require immediate attention will receive it if they enclose a stamped return envelop. No notice will be taken of anonymous communications.

Caribbean.—"N. E. W.," Spring Valley, N. Y.—The correct pronunciation is *kar''i-bi'an*—first *a* as in *fat*, first *i* as in *habit*, second *i* as in *police*, second *a* as in *final*. The pronunciation which puts the emphasis on the second syllable is one commonly used in Great Britain.

composite.—"N. E.," Montreal, Can.—This word may be pronounced either *kom-poz'it* (*o*'s as in *not*, *i* as in *habit*) or *kom'po-zit* (first *o* as in *not*, second *o* as in *obey*, *i* as in *hit*). Among the earlier lexicographers Perry (1775), Sheridan (1780), Walker (1791), Jones (1798), Fulton and Knight (1802), Jameson (1827), Knowles (1835), and Smart (1837) stressed the second syllable, a practise which all the modern American dictionaries still continue. Brande (1842) indicated the stress on the first syllable, as do all the modern British dictionaries. This distinction of accentuation has become a national characteristic.

compound words.—"R. C. S.," Cleveland, Ohio.—According to the system of compounding words introduced by the late F. Horace Teall, the word *well-built* is written with a hyphen in such sentences as, "The house is *well-built*"; "The *well-built* house is for sale." Likewise, the hyphen is used in *bright-eyed*, in *newly-equipped* boat, and "The boy is *well-bred*." Say, "a *two-weeks-old* baby," if you must, that is, if the baby doesn't deserve more, but why not say "a baby two weeks old"?

frustum.—"A. J. D.," St. Louis, Mo.—This is the correct form. The word is pure Latin, and means "piece broken off." It is sometimes erroneously spelled *frustrum*.

monument.—"H. S.," Paterson, N. J.—The criticism submitted seems to be based upon the fact that the writer had in mind the word *monument* as reflected in its meaning: "A structure of stone or other lasting material erected in memory of the dead; or a structure, edifice, or column erected to commemorate a notable person, action, or event."

This is reducing the meaning of the word to the very narrowest point, a course which can not be sufficiently condemned, in view of the fact that the word has had, for centuries, a much wider meaning. Since 1440, it has signified a written document or record. Since 1600, it has served as an indication, evidence, or token of some fact—this is the meaning that your sentence conveys. And this is still very much in use, for our records show it in use from the 17th to the 20th centuries.

The fact that Tyndall in 1530, Spenser in 1596, Bolton in 1618, Petty in 1672, Wallis in 1711, DeFoe in 1769, Phillips in 1837, Mellor in 1876, and Matheson in 1903 have all used the word *monument* in the sense of "Anything that by its survival commemorates an action, a period, or an event," shows how thoroughly established this meaning is. As an enduring evidence or example of man's inventive genius, we have literary support dating from 1675, and later support from Addison, 1713; Gibbon, 1789—"the *monument* of freedom and industry"—Hazlitt, 1820, and Kane, 1853—"beautiful objects, *monuments* of power." Professor Freeman in his "Impressions of the United States" declared that "the American Constitution remains one of the most abiding *monuments* of human wisdom." This was written in 1883.

punctuation.—"A. E. G.," New York City.—If "modern business methods have decreed that no punctuation-marks should follow the line in the address," it seems consistent with the inconsistencies of modern business decrees to leave something to some one else to settle. That which is settled still so remains in the minds of persons who respect established usage. The idiosyncrasies of a few novelty-mongers, who seek to vary good usage for no other reason than that they want to be different from their predecessors, because of an exaggerated ego or some other abnormality, have not yet upset the traditional good sense of the plain people.

Star-Spangled Banner, The.—"A. M.," Brooklyn, N. Y.—The title of our national anthem is usually written "The Star-Spangled Banner," but being printed in capitals as a title, all the letters being of the same size, the insertion or omission of the hyphen is not considered vital. Grammatically, however, *star-spangled* is a compound adjective, and requires the hyphen.

wind.—"C. E.," Fromberg, Mont.—Harmony determines the point. In poetry formerly the word was pronounced as in *former speech* to rime with *mind*. Swift ridiculed the introduction of the short *i*—"I have a great mind to find out why they call it wind," but didn't. In song there may be instances where the long *i* is preferred, as it is in Shakespeare's lines from *As You Like It*.

"Blow, blow thou winter *wind*,
Thou art not so *unkind*
As man's ingratitude."

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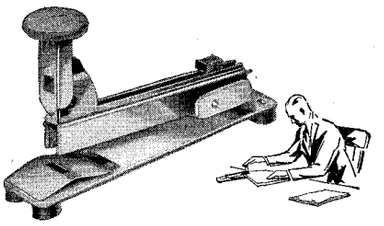
. . . . *from the president's desk to the shipping room*

Business finds dozens of uses for Bostitch methods and staples,—the modern way of attaching, sealing and tacking.



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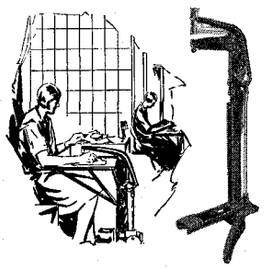
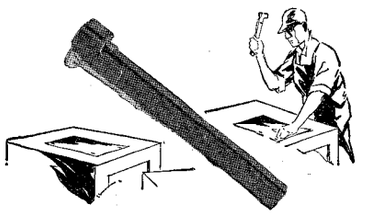


Girls can handle heavy work with Bostitch foot power and motor driven machines which are used for stapling or tacking soft metals, wood, leather or cardboard. Both hands of operator are free to hold the material. Widely used for attaching packaged products to display cards.



One hand — one blow — as fast as you can swing your arm — this self-feeding Bostitch Hammer drives Bostitch Staples (double pointed tacks.) Its uses in the plant and shipping room are almost unlimited.

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But this year, advertising has gone back to work! Run through a recent file of *The Literary Digest* and you find any number of straight, hard-selling talks on important subjects—on schools and communities, on motor cars and accessories, on home and office equipment, on insurance and investments, on soaps and coffees and razor blades.

It is evident that today's advertising is expected to talk sense, to deal with wanted services offered at fair prices, to appear in the right place at the right time.

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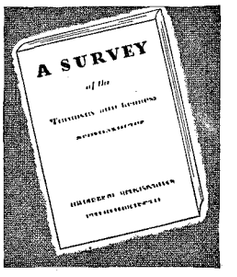
The Literary Digest is an essential magazine. More than 70% of its subscribers are executives, owners of businesses or professional people. . . . It enters the best million homes with telephones, a market which buys two-thirds of all advertised commodities and buys them first. *The Digest* reaches 36% of all families of $10,000 income and over and 20% of all families having over $5000 income. Advertisers buy a guaranteed average circulation of at least 1,400,000 preferred prospects. Write for rates and further facts.



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